EARLY DESIGN GUIDANCE MEETING - SOUTHEAST BOARD

SEPTEMBER 12, 2017

SDCI PROJECT # 3028619
2870 S. HANFORD ST.
SEATTLE WA 98144

CONTENTS

mercy HOUSING

RUNBERG ARCHITECTURE GROUP

Contact:
Brian Runberg
Runberg Architecture Group
1 Yesler Way
Seattle, WA 98104

ATTACHMENT A

CITY OF SEATTLE | APPLICATION FOR EARLY DESIGN GUIDANCE

PART I: CONTACT INFO

1. Property Address:	2870 S. HANFORD ST., SEATTLE, WA 98144
2. Project number:	3028619
3. Additional related project number(s):	none
4. Owner/Lessee Name	MHNW16 Family Housing LLLP
5. Contact Person* Name	Jodi Patterson-O'Hare
Firm	Permit Consultants NW
Mailing Address	17479 7th Ave SW
City State Zip	Normandy Park, WA 98166
Phone	(425) 681-4718
E-mail address	jodi@permitnw.com
6. Applicant's Name	Brian Runberg, AIA
Relationship to Project	Architect
7. Design Professional's Name	Brian Runberg, AIA Runberg Architecture Group
Address	One Yesler Way
Phone	(206) 956-1970
Email address	brianr@runberg.com

8. Applicant's Signature_____Date _____
*Only the contact person will receive notice of the meeting. The contact person is responsible for informing other pertinent parties.

PART II: SITE AND DEVELOPMENT INFO

1. Please describe the existing site, including location, existing uses and/or structures, topographical or other physical features, etc.

The project site is located in the Mt. Baker neighborhood of south Seattle. The site is located approximately a half block south of the intersection of Rainier Ave S. and Martin Luther King Jr. Way S. , and 1.1 miles east of I-5. The irregular, triangular site measures approximately 98' along Martin Luther King Jr. Way S. , 155' along S. Hanford St., and 36' along Rainier Ave S. The site is bounded by S. Hanford St. to the south, Rainier Ave S. to the east, private property to the north and Martin Luther King Jr. Way S. to the west. The site is relatively flat and includes a trunk sewer right of way through the property line, leaving a partial, small triangular portion of the site separated from the larger site. The site is currently occupied by a two- story commercial car wash.

2. Please indicate the site's zoning and any other overlay designations, including applicable Neighborhood-Specific Guidelines.

The site is zoned SM-NR-85. The site is located in the Mt. Baker Town Center. The project site is well served by transit and is located within a frequent transit overlay. The Mt. Baker Town Center Neighborhood Design Guidelines apply.

3. Please describe neighboring development and uses, including adjacent zoning, physical features, existing architectural and siting patterns, views, community landmarks, etc.

The site is part of the larger Mt. Baker Town Center and lies within the SM-NR-85 zoning, with LR3-RC zoning to the west, SM-NR-65 to the east, and SM-NR-85 to the north and south of the site. The general topography of the site is relatively flat. In the greater context, the site sits in a valley that is surrounded by Beacon Hill, Cheasty Greenspace and industrial zone in the west, residential Mt. Baker neighborhood in the east and commercial/industrial in the south. The heart of Mt. Baker Town Center lies just north of the site, where the Mt. Baker Light Rail Station and Mt. Baker Transit Center are located. Community landmarks near the site include Franklin High School and the Fire Station #30 to the east and Artspace Mt. Baker Lofts to the north. The area is bisected by two major arterials that provide vehicular access: Rainier Ave S. and Martin Luther King Jr. Way S.

4. Please describe the applicant's development objectives, indicating types of desired uses, structure height (approx), number of residential units (approx), amount of commercial square footage (approx), and number of parking stalls (approx). Please also include potential requests for departure from development standards.

The applicant is considering the following development scheme:
An eight-story mixed-use residential building consisting of approximately 95 residential units, approximately 8,000 sf Family Resource and Education Center, and approximately 5 parking stalls.

PROJECT VISION


Playground at Mercy Othello Plaza

PROJECT DATA & PROGRAM

PROPERTY ADDRESS: 2870 S. HANFORD ST., SEATTLE, WA 98144

MULTIFAMILY PROJECT WITH:

- 95 RESIDENTIAL UNITS
- 8,000 - 8,500 SF FAMILY RESOURCE AND EDUCATION CENTER
- 5 PARKING STALLS

FAMILY RESOURCE AND EDUCATION CENTER

The project team is in the midst of exploring compatible uses and partners/tenants for the Family Resource and Education Center, to be designated as general services/commercial space. We anticipate that the space will have an emphasis on education and employment resources. Some activities under consideration include: after school programming for children; training and classroom space for childcare providers; and resources for low-wage families and families with children in nearby schools. The final design of the Family Resource and Education Center will help activate the streetscape and create a comfortable, safe and inviting pedestrian experience, with both public and private amenities.

MERCY HOUSING VISION / MISSION / VALUES

VISION

Mercy Housing is working to create a more humane world where poverty is alleviated, communities are healthy and all people can develop their full potential. We believe that affordable housing and supportive programs improve the economic status of residents, transform neighborhoods and stabilize lives.

MISSION

To create stable, vibrant and healthy communities by developing, financing and operating affordable, program-enriched housing for families, seniors and people with special needs who lack the economic resources to access quality, safe housing opportunities.

Examples of Mercy Housing buildings in the area:

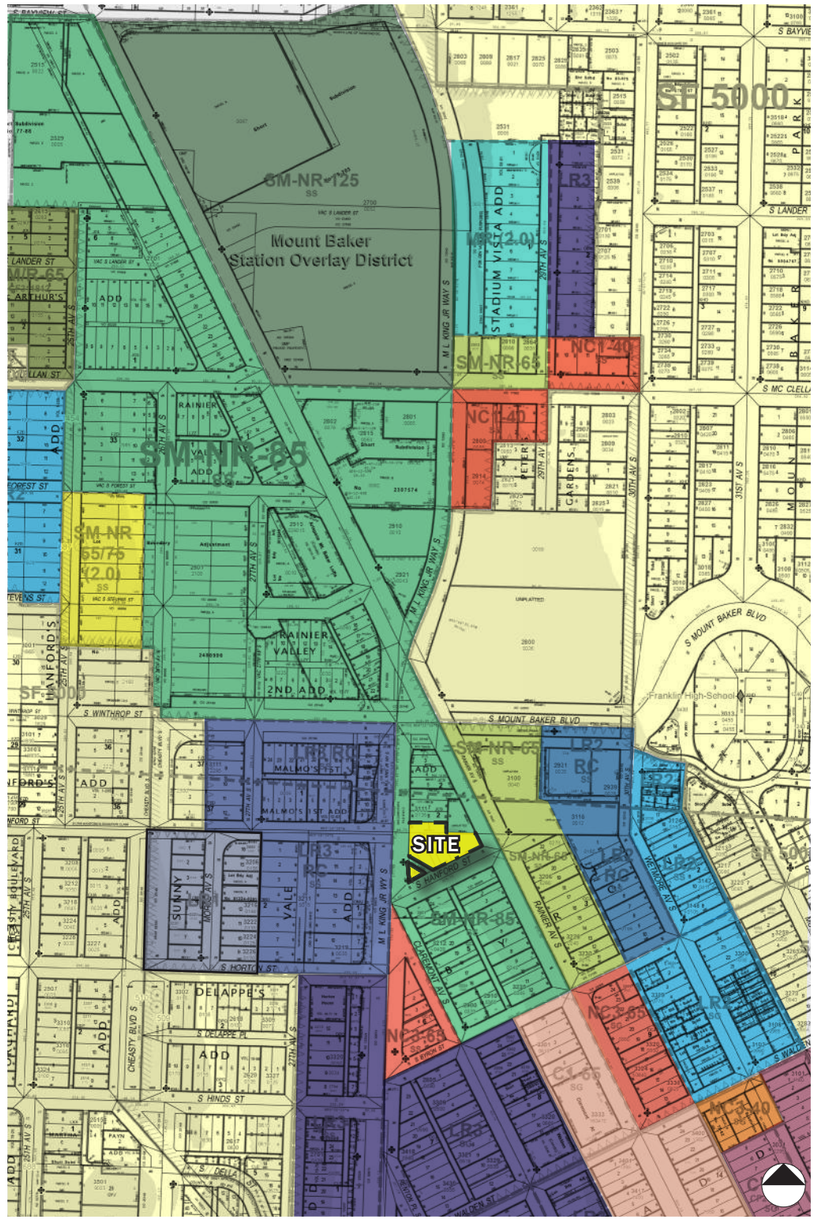

Mercy Othello Plaza, completed Spring 2017


Columbia City Station Apartments, completed 2012

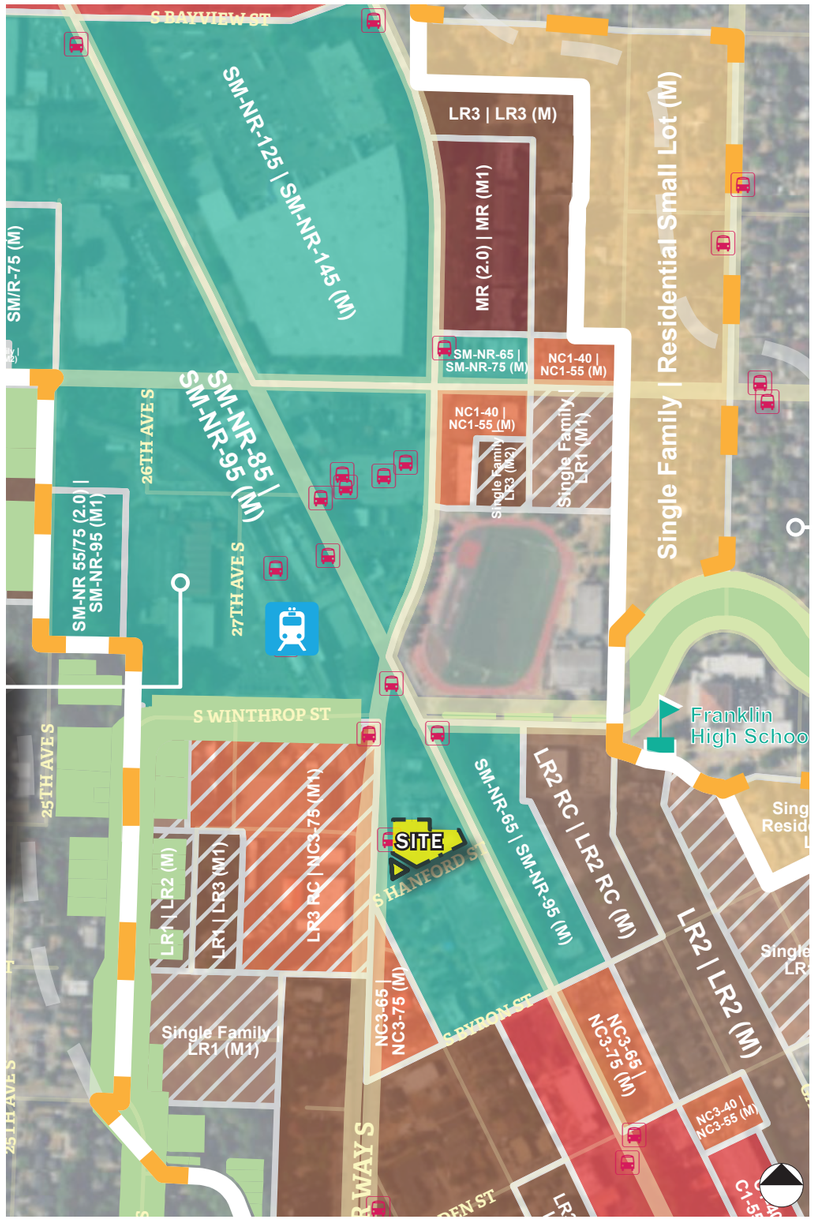
MAP KEY

- SM-NR-125
- SM-NR-85
- SM-NR-65
- SM/R-65
- SM-NR-55/75 (2.0)
- LR3 RC
- LR3
- LR2 RC
- LR2
- LR1
- MR (2.0)
- NC1-40
- NC3-65
- NC3-40
- C1-65
- C1-40
- SF 5000

ZONING MAP



PROPOSED REZONING TO IMPLEMENT MHA



SITE ZONING

Zone: SM-NR-85

Overlay: Light Rail MC, Mount Baker Hub Urban Village, Frequent Transit

Street Classification:

- M L King Jr. Way S. is a Principal Arterial
- Rainier Ave S. is a Principal Arterial & Class-2 Pedestrian Street
- S. Hanford St. is an Access Road

Neighboring Zoning currently is SM-NR-65 to the east; LR3-RC to the west; NC3 to the South; SM-NR-85 to the north

23.48.005 USES

A.1. All uses permitted outright as principal use or accessory use, unless indicated in 23.48.005.B or C. Project uses proposed are Family Resource and Education Center (general service/commercial) and residential multifamily. No applicable prohibited or conditional uses.

23.48.005 STREET-LEVEL USES

D.1. One or more uses are required at street-level along street-facing façade abutting Class 1 Pedestrian Streets.

Not Applicable since site does not abut any Class 1 Pedestrian streets.

23.48.020 FLOOR AREA RATIO

A. All floor area not exempt counts towards the Max FAR

Table A for 23.48.420 FAR Limits in North Rainier:

FAR limits for all uses: Base FAR: 4.5, Max FAR: 6

Exempt areas include: (1) Floor area underground, (2) portions of story that extends 4' above existing or finished grade, (3) 3.5% Allowance for mechanical, (4) Area for solar collectors & wind-driven generators

E.1. Minimum FAR of 2 required for lot abutting Class 2 Pedestrian Street per Table B for 23.48.020

23.48.025 STRUCTURE HEIGHT

A. Base and maximum height limits: 85'

B. Pitched roofs in SM zones 85' or less, the ridge with a min. slope 6:12 may extend 10' above the height limit. The ridge may extend 5' above the height limit with a min. slope 4:12. No portion of a shed roof can extend beyond the height limit.

C. Rooftop Features.

2. Open railings, planters, skylights, clerestories, greenhouses, parapets and firewalls may extend 4' above max. height limit with unlimited rooftop coverage.

3. Solar collectors may extend up to 7' feet above max. height limit with unlimited rooftop coverage.

4. The following rooftop features may extend up to 15 feet above the max. height limit, as long as the combined total coverage of all features gaining additional height listed in this subsection 23.47A.012.C.4 does not exceed 20 percent of the roof area, or 25 percent of the roof area if the total includes stair or elevator penthouses or screened mechanical equipment: Solar collectors; Stair penthouses; Mechanical equipment; Atriums, greenhouses, solariums; Play equipment and open-mesh fencing that encloses it;

8. To protect solar access to the north, rooftop features (solar collectors, planters, clerestories, atriums, greenhouses, solariums) shall be a min. 10' from the north lot line or provide shadow diagrams.

9. Rooftop mechanical equipment & elevator penthouses shall be screened with fencing, wall enclosures, or other.

23.48.435 – UPPER-LEVEL SETBACK REQUIREMENTS IN NORTH RAINIER

A &. B. Per Map A for 23.48.435, any portion of the structure greater than 45' is required to setback along Rainier Ave 1' per 2' of height up to a maximum setback of 15' measured from the street lot line.

23.48.040 STREET-LEVEL DEVELOPMENT STANDARDS

A.2.b. Minimum façade height for Class 2 Pedestrian Streets: 25'

A2. c. Minimum façade height for all other streets: 15'

B.1.a. On Class 2 Pedestrian Streets, min. 60% of street-facing facade between 2 feet and 8 feet above the sidewalk shall be transparent.

B.1.b. All other streets: min. 30% transparency

B.2.a. Blank façade requirements for Class 2 Pedestrian Streets: Max. 15' wide, except garage doors. The total of all blank façade segments max. 40% of façade separated by min. 2' wide transparent areas.

B.2.b. Blank façade requirements for all other streets: Max. 30' wide, except garage doors. The total of all blank façade segments max. 70% of façade separated by min. 2' wide transparent areas.

C. Space occupied shall have a min. floor-to-floor height of 13' and extend at least 30' in depth. Required street level uses shall be located within 10' of the street lot line. Pedestrian entrances shall be located no more than 3' above or below the sidewalk.

23.48.440. Lots abutting Class 2 Pedestrian Streets are subject to development standards in 23.48.040.

23.48.045 - AMENITY AREA

A. Amenity areas are required in an amount equal to 5 percent of the total gross floor area in residential use. Accessory parking & mech. equipment areas are excluded. Bioretention facilities qualify as amenity area.

C. Common amenity areas must be accessible to all residents, shall have a minimum horizontal dimension of 15 feet (10' at street level), and no common amenity area shall be less than 225 SF. A max. 50% of required amenity space may be enclosed.

C.5. Amenity area provided as landscaped open space at street level & accessible from the street shall be counted as twice the area.

23.48.055 - LANDSCAPING AND SCREENING STANDARDS

A.2. Green Factor score of 0.30 required

C.3.a. Parking in structures at street level is not permitted on Class 2 Pedestrian streets unless separated from the street by other uses & subject to 23.48.040 for blank façade & transparency.

C.3.b. Parking in structures at street level is permitted on all other streets if at least 30% of the street frontage of the parking area is separated from the street by other uses & subject to 23.48.040 for blank façade & transparency. The remaining parking shall be screened from view & enhanced with architectural detailing, landscaping, or other.

D.1. Street trees are required when any development is proposed, except as provided in subsection 23.48A.055.D.2 and Section 23.53.015.

23.48.065 – NOISE AND ODOR STANDARDS.

A.& B. All permitted uses are subject to 23.47A.018 and 23.47A.020

23.48.075 - LIGHT AND GLARE STANDARDS.

All permitted uses are subject to 23.47A.022.

23.48.080 – REQUIRED PARKING AND LOADING.

A. Off-street parking spaces may be required as provided in Section 23.54.015.

B. Loading berths are required for certain commercial uses according to the requirements of Section 23.54.035.

23.48.085 – PARKING LOCATION AND ACCESS

A. Parking accessory to non-residential uses may be provided onsite and/or within 800' of the site

B.1. Parking at street level is subject to 23.48.055C.3a &b

D.2. If lot does not abut an alley, parking and loading access may be permitted from the street. If lot abuts more than 1 street, the location of parking and loading access shall be determined by the Director, as a Type I decision depending on the classification of R.O.W.

E.1 Permitted access is limited to 1 two-way curb cut & comply with 23.54.030.

23.54.030.F.2.b. 1) For 1-way traffic, the min. width of curb cut is 12', max is 15'.

23.54.030.G SIGHT TRIANGLE

1. For exit-only driveways and easements, and two-way driveways and easements less than 22' wide, a sight triangle on both sides of the driveway or easement shall be provided, and shall be kept clear of any obstruction for 10' from the intersection of the driveway or easement with a driveway, easement, sidewalk or curb

3. Sight triangle shall be kept clear of obstructions between 32" and 82" from the ground

23.54.015 – REQUIRED PARKING

Table A for SMC 23.54.015, Section K

No minimum parking requirement for non-residential uses in urban villages that are not within an urban center or the Station Area Overlay District, if the non-residential use is located within 1,320 feet of a street with frequent transit service.

Table B for SMC 23.54.015, Section M

No minimum requirement for all residential uses in commercial and multifamily zones within urban villages that are not within urban center or the Station Area Overlay District, if the residential use is located within 1,320 feet of a street with frequent transit service.

SMC 23.54.030.B.2.a.

Nonresidential uses: if 10 or less spaces provided, max. 25% can be small and min. 75% can be large parking stalls.

SMC 23.54.030.D

When a driveway is used for both residential and nonres. parking, it shall meet the standards for nonresidential uses.

For non-res. uses: driveways for one-way traffic 12-15 ft; two-way traffic 22-25 ft

For res. uses: driveways for one-way traffic 10' ; two-way traffic 20'

Max 15% driveway slope

23.54.015 Table D– REQUIRED BICYCLE PARKING

Sales & service: 1/12,000 SF long term and 1/4,000 sf short term

Multi-family structures: 1/4 units

23.54.040 SOLID WASTE

Table A 23.54.040

Residential 51-100 units: 375 sf plus 4 sf per additional unit above 50.

Nonresidential 0 -5000 sf: 82 sf, 5,001-15,000 sf: 125 sf

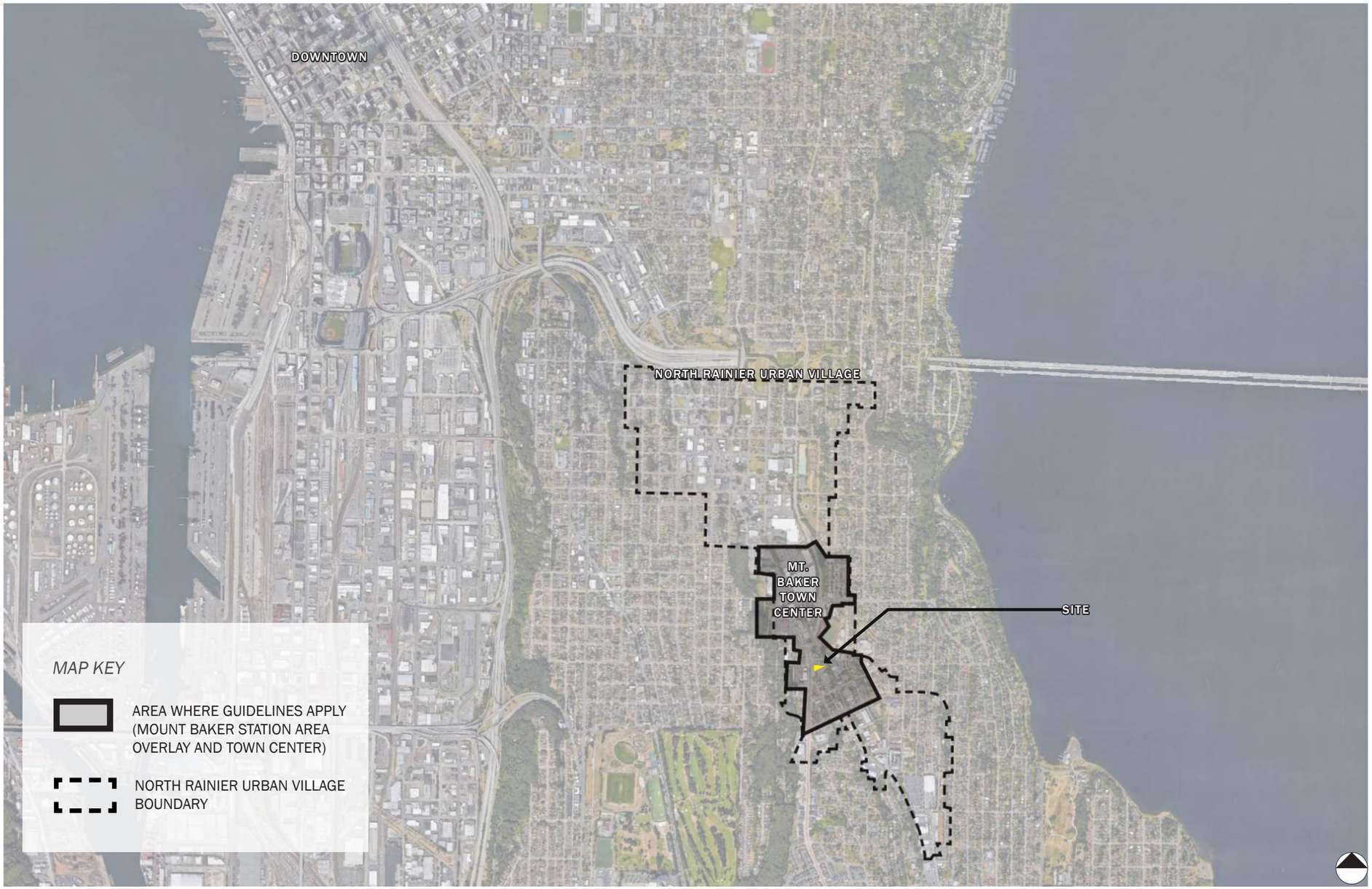
B. Mixed use development with both residential and nonresidential uses shall meet the storage requirements for residential development plus 50% of the requirement for non-residential development. The storage space may be shared between res. & nonres., but separate spaces are required for recycling.

D. Storage space minimum 12' horizontal dimension

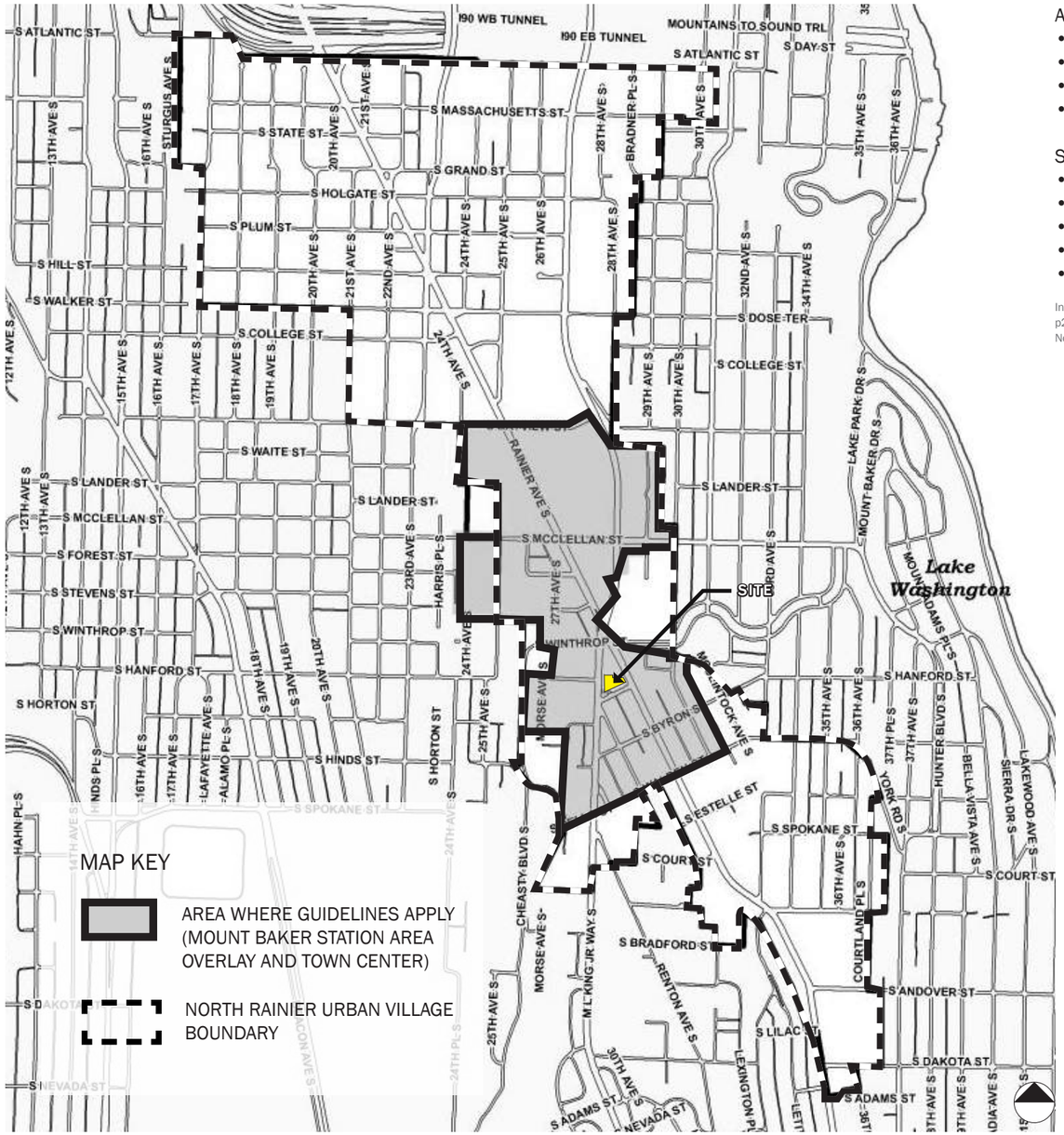
SITE CONTEXT & URBAN DESIGN ANALYSIS

About four miles south from downtown Seattle, the site is located within the Mount Baker Town Center and North Rainier Hub Urban Village.

LOCATION OF NORTH RAINER HUB URBAN VILLAGE AND MOUNT BAKER TOWN CENTER IN SEATTLE AREA



NORTH RAINIER HUB URBAN VILLAGE AND MOUNT BAKER TOWN CENTER MAP



MOUNT BAKER TOWN CENTER GOALS/ RECOMMENDATIONS FROM THE NORTH RAINIER NEIGHBORHOOD PLAN

A Town Center that:

- Concentrates housing, commercial uses, services and living wage employment opportunities
- Is well-served by transit and non-motorized travel options
- Is well-designed and attractive to pedestrians
- Serves North Rainier residents and is a destination shopping area with stores that serve the greater Rainier Valley

Specific design direction included:

- Breaking down the scale of super blocks to create a balance of inwardly and outwardly focused development
- Improving pedestrian connections and providing comfortable sidewalk widths
- Open space that invites and encourages people to engage in physical activity
- Housing does not create a “wall” of undesirable facades
- Design that serves as gateway elements to the neighborhood

Information Source: “Mount Baker Town Center Neighborhood Design Guidelines.” p. 6., www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2649333.pdf, Feb. 2017. and “North Rainier Neighborhood Plan Update.”www.seattle.gov/Documents/Departments/OPCD/OngoingInitiatives/NorthRainier/NorthRainierNeighborhoodPlanUpdate2010.pdf, Jan. 2010.

BUILDING HEIGHT CONCEPT CREATED FROM COMMUNITY DISCUSSION IN SPRING 2009

Image Source: “Mount Baker Town Center Neighborhood Design Guidelines.” p. 4. p. 8., www.seattle.gov/dpd/cs/groups/pan/@pan/documents/web_informational/p2649333.pdf, Feb. 2017.

SITE CONTEXT & URBAN DESIGN ANALYSIS | TRAFFIC & WALKABILITY

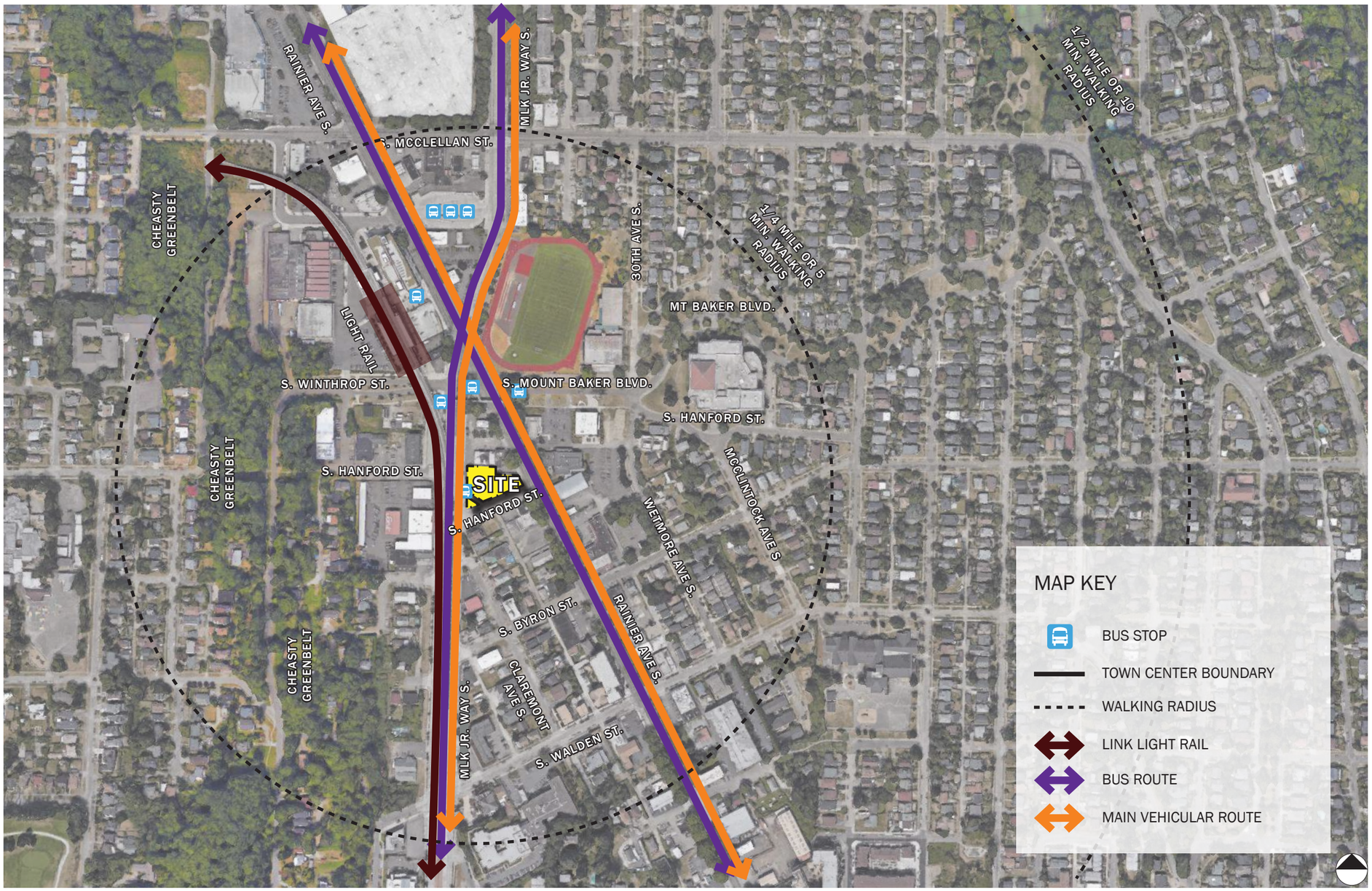
The project site is well served by transit: less than 1/4 mile from the Mt. Baker Light Rail Station. Five bus routes are within a quarter mile of the site including a bus stop served by route 106 immediately adjacent to the site on MLK JR. Way S. The area is also bisected by two major arterials that provide vehicular access: Rainier Ave S. and Martin Luther King Jr. Way S. (MLK JR. Way S.).

WALK SCORE

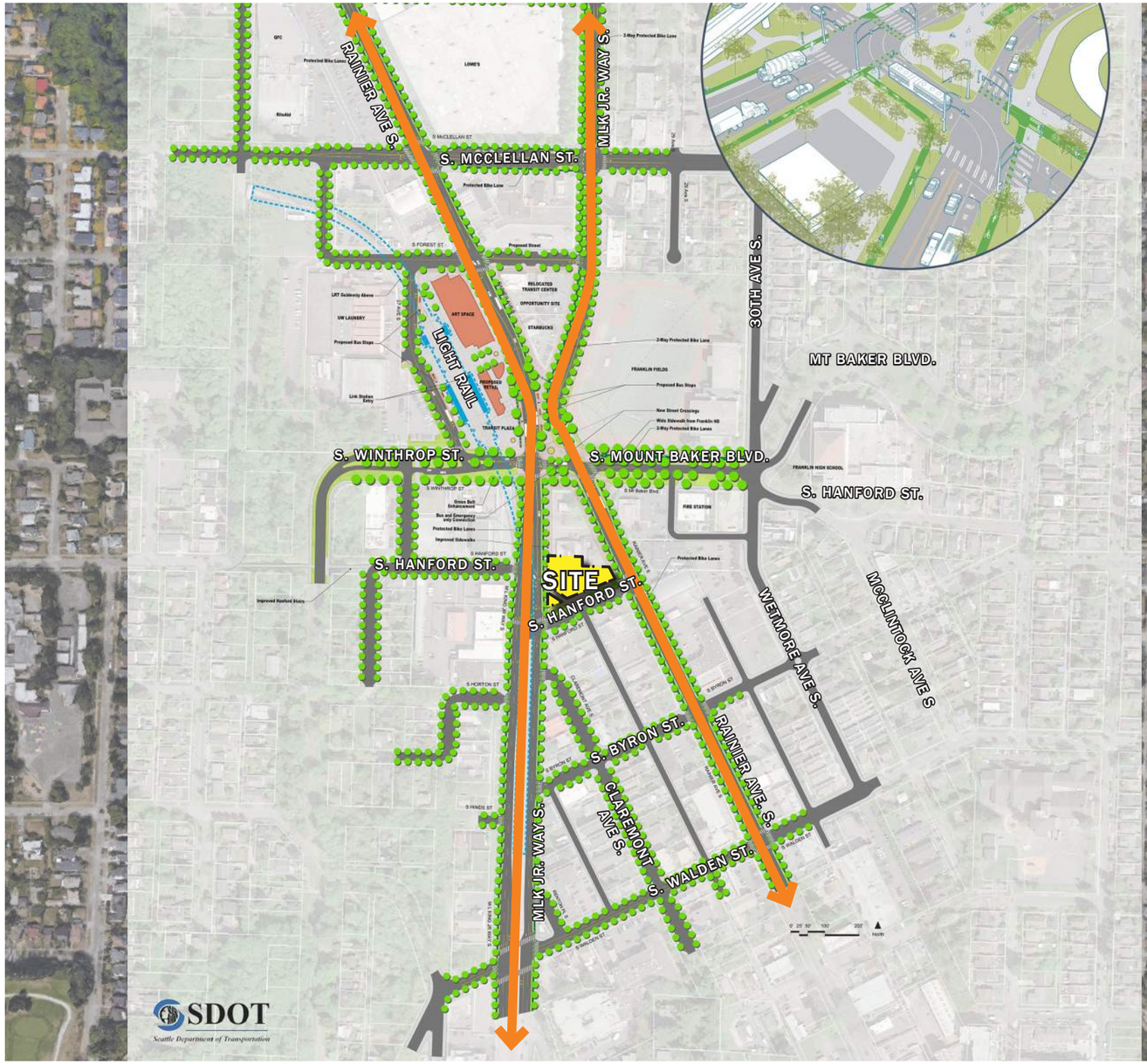
Walk Score:	89 (Very Walkable)
Transit Score:	71 (Excellent Transit)
Bike Score:	71 (Very Bikeable)

Information Source: www.walkscore.com

TRANSIT & WALKABILITY



PLANNED ACCESSIBLE MOUNT BAKER DIAGRAM OVERLAY ON AERIAL VIEW OF NEIGHBORHOOD



The Accessible Mount Baker Multi-Modal Plan proposes to re-route Rainier Avenue S. and Martin Luther King Jr. Way S. (MLK Jr. Way S.). The plan provides protected bike lanes and relocates the transit center.

GOALS OF ACCESSIBLE MOUNT BAKER PLAN

- Identify and develop conceptual designs for pedestrian and bicycle safety
- Improve crossing conditions in the vicinity of Rainier Avenue S. and Martin Luther King Jr. Way S.
- Reflect best practices in urban streets and bikeway designs
- Restore historic boulevard connections
- Create linkages to parks and green belts
- Identify placemaking elements emphasizing unique cultural and community traditions.

Information Source: "Accessible Mount Baker Multi-Modal Plan", http://www.seattle.gov/transportation/accessibleMtBaker.htm, July 21, 2017.

AERIAL VIEW OF INTERSECTION

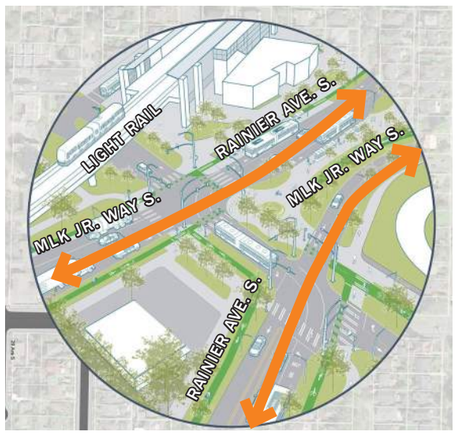
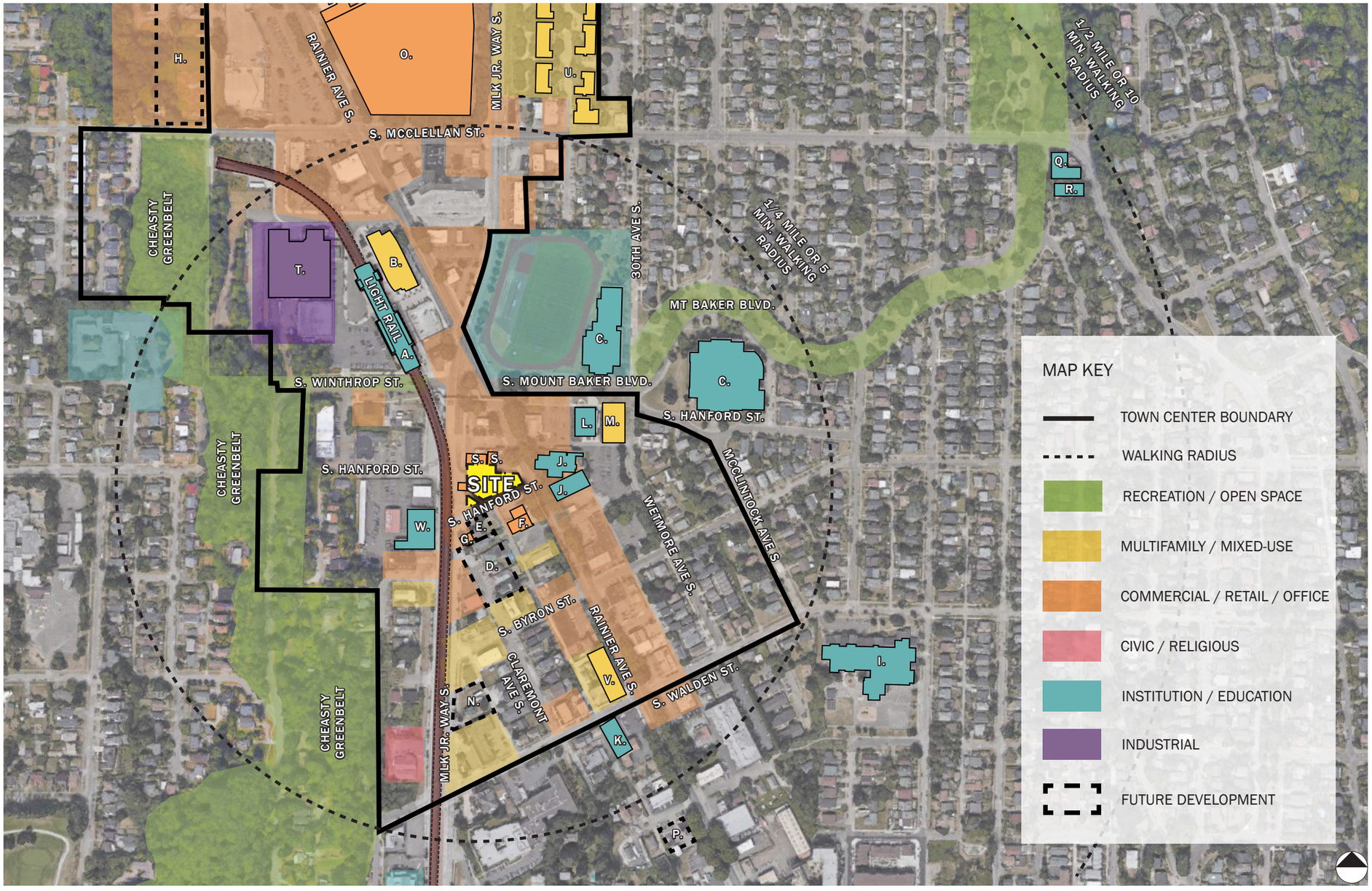


Image Source: "Accessible Mount Baker Multi-Modal Plan", http://www.seattle.gov/transportation/images/AMB-Illustrative-09-26-2016lg.jpg, Oct. 2016. and Google Map Image

NEIGHBORHOOD DEVELOPMENT & USES MAP



A. Mt. Baker Light Rail Station


B. Artspace Mt. Baker Lofts, 57 Units


C. Franklin High School


D. Mixed Use, 152 Units, Planned


E. Apartment, 33 Units, Planned

F. Restaurant


G. Mixed Use, Bakery


H. Apartment, 301 Units, Planned


I. John Muir Elementary


J. Chief Seattle Council Boy Scouts of America


K. YMCA Powerful Schools

L. Fire station 30


M. Apartment, 60 Units


N. Townhouses, 5 Units, Planned

O. Lowe's (Former site of Sick's Stadium)


P. Supportive Housing , 91 Units, Planned


Q. Mount Baker Business District - Mixed Use


R. Mount Baker Community Center

S. Mart and Laundromat


T. University of Washington Consolidated Laundry


U. Mt. Baker Village Complex, Affordable Housing, 144 Units


V. Claremont, Affordable Housing

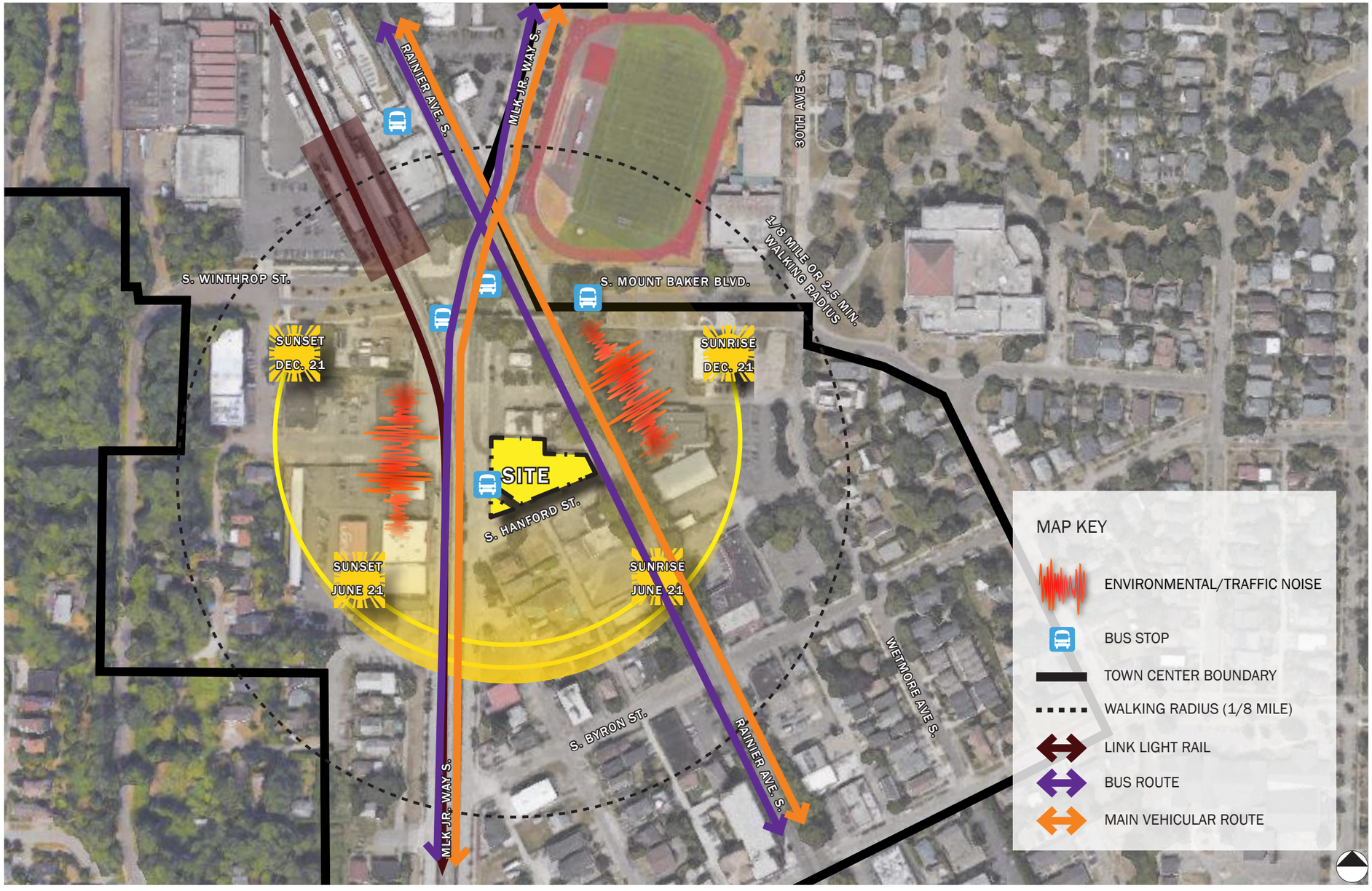
W. College Access, Nonprofit organization

Information Sources: All photos taken at site except for following
Q. Ewing and Clark Real Estate
R. Mt. Baker Community Club
U. Mt. Baker Housing Association

SITE CONTEXT & URBAN DESIGN ANALYSIS | AERIAL VIEW

AERIAL VIEW

OPPORTUNITIES AND CONSTRAINTS DIAGRAM MAP



OPPORTUNITIES

- Access to jobs
- Within the Mount Baker Town Center boundaries
- Close proximity to the Mount Baker Light Rail Station, public transit amenities, schools, public parks, and Hanford Steps.
- Highly walkable/bikeable site (walkscore = 89, bikescore = 71)
- Solar access for natural lighting and planned photovoltaic systems
- Views to Seattle, Cheasty Greenbelt and Franklin High School
- Trunk sewer R.O.W. cuts into site and results in an open space

CONSTRAINTS

- Irregularly-shaped site
- Located between two main Seattle arterial roads
- Heavy traffic & noise on both Rainier Ave S. and MLK Jr. Way S.
- Trunk sewer R.O.W. cuts into site and results in an open space

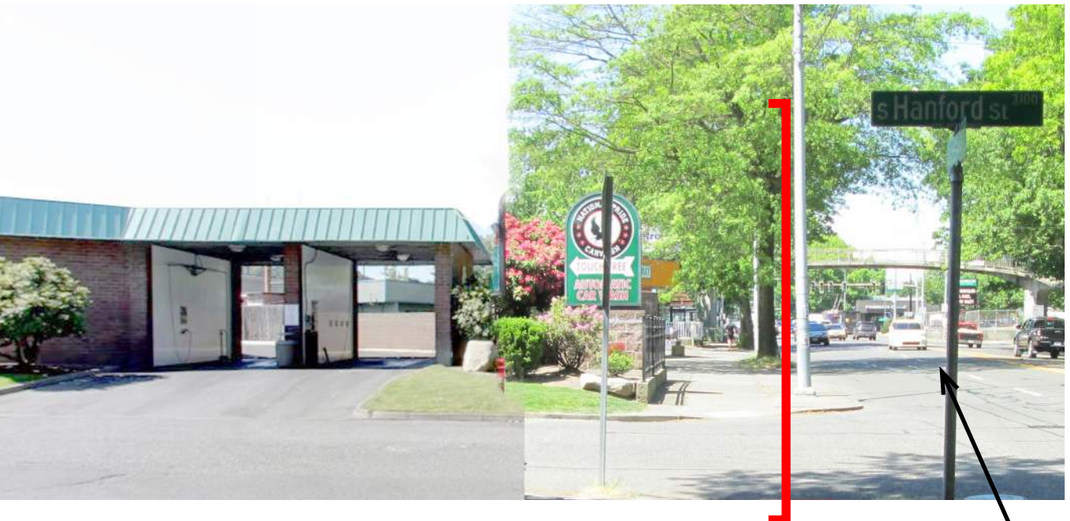
A. PROJECT SITE

MLK JR. WAY S.

RAINIER AVE S.

B. OPPOSITE PROJECT SITE

ALLEY



RAINIER AVE S.

MLK JR. WAY S.

B. OPPOSITE PROJECT SITE

CLAREMONT AVE S.

S. HANFORD ST.

LIGHT RAIL


A. PROJECT SITE
S. HANFORD ST.
BEN THANH
RESTAURANT
Auto
Work
Massage


MLK JR. WAY S.
B. OPPOSITE PROJECT SITE

S. BYRON ST.


SITE


CURRENT ZONING: SM-NR-85
MLK JR. WAY S.
S. HANFORD ST.


CURRENT ZONING: SM-NR-85
MLK JR. WAY S.
MINUTE MART
FedEx
Local Delivery Today


SITE


SITE


CURRENT ZONING: SM-NR-85
RAINIER AVE S.

CS1 NATURAL SYSTEMS & SITE FEATURES

Use natural systems and features of the site and its surroundings as a starting point for project design.

B. SUNLIGHT AND NATURAL VENTILATION

2. Daylight and Shading: Maximize daylight for interior and exterior spaces and minimize shading on adjacent sites through the placement and/or design of structures on the site.

3. Managing Solar Gain: Manage direct sunlight falling on south and west facing facades through shading devices and existing or newly planted trees.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

IV. TOPOGRAPHY

2. Combine green roofs, rain gardens, permeable paving, and other plantings to meet Stormwater Code standards while achieving attractive design.

RESPONSE: The building mass maximizes light and air into the building with the courtyard that cuts through the building north-south.

CS2 URBAN PATTERN & FORM

Strengthen the most desirable forms, characteristics, and patterns of the streets, block faces, and open spaces in the surrounding area.

A LOCATION IN THE CITY AND NEIGHBORHOOD

1. Sense of Place: Emphasize attributes that give Seattle, the neighborhood, and/or the site its distinctive sense of place.

B. ADJACENT SITES, STREETS, AND OPEN SPACES

1. Site Characteristics: Allow characteristics of sites to inform the design, especially where the street grid and topography create unusually shaped lots that can add distinction to the building massing.

2. Connection to the Street: Identify opportunities for the project to make a strong connection to the street and carefully consider how the building will interact with the public realm. Consider the qualities and character of the streetscape - its physical features and its function-in siting and designing the building.

C. RELATIONSHIP TO THE BLOCK

1. Corner Sites: Corner sites can serve as gateways or focal points; both require careful detailing at the first three floors due to their high visibility from two or more streets and long distances. Consider using a corner to provide extra space for pedestrians and a generous entry, or build out to the corner to provide a strong urban edge to the block.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

II. ADJACENT SITES, STREETS, AND OPEN SPACES

i. All new development fronting on Rainier should be designed with buildings to the sidewalk edge, minimizing curb cuts, minimizing surface parking, and providing active, transparent street facades.

iii. On triangular lots at the intersection of Rainier Ave and MLK, buildings should be designed to create an active, porous facade on both sides, with minimized parking and service entrances.

RESPONSE: The site has many corners that can be used as focal points and gateways. On the southwest corner, the ground level open space creates a pedestrian entry to the Family Resource and Education Center. The facade on north and southwest can serve as gateway facades to the Mount Baker neighborhood and light rail station.

CS3 ARCHITECTURAL CONTEXT & CHARACTER

Contribute to the architectural character of the neighborhood.

A EMPHASIZING POSITIVE NEIGHBORHOOD ATTRIBUTES

2. Contemporary Design: Explore how contemporary designs can contribute to the development of attractive new forms and architectural styles; as expressed through use of new materials or other means.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

I. ARCHITECTURAL CONCEPT AND CONSISTENCY

iii. The designs of the first several new developments in the North Rainier Urban Village will require especially careful attention. Thoughtful, high-quality design will be critical for the new development, because they will set the context for quality design for future development.

RESPONSE: This project will develop a facade composition and contemporary design that contributes to developing Mount Baker Town Center.

PL1 CONNECTIVITY

Complement and contribute to the network of open spaces around the site and the connections among them.

A. NETWORK OF OPEN SPACES

2. Adding to Public Life: Seek opportunities to foster human interaction through an increase in the size and/or quality of project-related open space available for public life.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

IV OPEN SPACE

Development that fronts on the main pedestrian travel routes to the light rail station and bus transfer center should benefit and serve all the development's users by providing pedestrian amenities, such as street trees, pedestrian lighting, benches, newspaper racks, and public art.

RESPONSE: The ground level open space will provide landscaping that encourages human interaction and connections. The second level residential courtyard orients to the north and south.

PL2 WALKABILITY

Create a safe and comfortable walking environment that is easy to navigate and well-connected to existing pedestrian walkways and features.

B. SAFETY AND SECURITY

1. EYES ON THE STREET:

Create a safe environment by providing lines of sight and encouraging natural surveillance through strategic placement of doors, windows, balconies and street-level uses.

2. LIGHTING FOR SAFETY:

Provide lighting at sufficient lumen intensities and scales, including pathway illumination, pedestrian and entry lighting, and/or security lights.

3. STREET-LEVEL TRANSPARENCY:

Ensure transparency of street-level uses (for uses such as nonresidential uses or residential lobbies), where appropriate, by keeping views open into spaces behind walls or plantings, at corners, or along narrow passageways.

C. WEATHER PROTECTION

1. LOCATIONS AND COVERAGE:

Overhead weather protection is encouraged and should be located at or near uses that generate pedestrian activity such as entries, retail uses, and transit stops.

3. PEOPLE-FRIENDLY SPACES:

Create an artful and people-friendly space beneath building canopies by using human-scale architectural elements and a pattern of forms and/or textures at intervals along the façade. If transparent canopies are used, design to accomodate regular cleaning and maintenance.

MT. BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

III. WEATHER PROTECTION

i. Wherever possible, buildings fronting sidewalks on the main pedestrian travel routes to and from the train station and bus transfer center should provide continuous and wide overhead weather protection in the form of canopies or awnings.

RESPONSE : The building will provide accessible pedestrian entrances at the right-of-way. The design will incorporate the CPTED principles with by maximizing eyes on the street with acitve ground level uses, street-level transparency and exterior lighting. Weather protection will be provided at the street level.

PL3 STREET-LEVEL INTERACTION

Complement and contribute to the network of open spaces around the site and the connections among them.

1. DESIGN OBJECTIVES:

c. Common entries to multi-story residential buildings need to provide privacy and security for residents but also be welcoming and identifiable to visitors. Design features emphasizing the entry as a semi-private space are recommended and may be accomplished through signage, low walls and/or landscaping, a recessed entry area, and other detailing that signals a break from the public sidewalk.

2. ENSEMBLE OF ELEMENTS:

Design the entry as a collection of coordinated elements including the door(s), overhead features, ground surface, landscaping, lighting, and other features. Consider a range of elements such as:
a. overhead shelter: canopies, porches, building extensions;
c. ground surface: seating walls; special paving, landscaping, trees, lighting

MT. BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

IV. NON-RESIDENTIAL FRONTAGE

i. Articulate building bases with a scale and cadence similar to traditional storefronts. However, style and materials do not need to be traditional.
iii. Provide direct, barrier-free access from the sidewalk, pedestrian pathway, or access drive to the primary entrance. Stairs may be used for secondary access.
iv. Provide moderate to high transparency at the ground level, consistent with code requirements.
vi. Provide shading, weather protection, and human-scale definition at the street level with canopies, awnings, and/or upper-level balconies.

RESPONSE: The building entries will be highly visible from MLK Jr. Way S. and Rainier Ave S. The Family Resource and Education Center entry faces the open space and residential lobby is located on the southeast corner.

PL4 ACTIVE TRANSPORTATION

Complement and contribute to the network of open spaces around the site and the connections among them.

B. PLANNING AHEAD FOR BICYCLISTS

2. Bike Facilities: Facilities such as bike racks and storage, bike share stations, shower facilities and lockers for bicyclists should be located to maximize convenience, security, and safety.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

II. PLANNING AHEAD FOR CYCLISTS

i. All new buildings in the Town Center should provide amenities that support cycling. This includes dedicated, interior bike parking areas for building residents and patrons, as well as exterior bike parking areas adjacent to the sidewalk that are accessible to residents and the public.

RESPONSE: Bike storage will be placed near the residential entry to provide easy access and support biking in the area.

DC1 PROJECT USES AND ACTIVITIES

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

C. PARKING AND SERVICE USES

2. Visual Impacts: Reduce the visual impacts of parking lots, parking structures, entrances, and related signs and equipment as much as possible.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

III. PARKING AND SERVICE USES

iv. Minimize the visual impact of parking. The urban village has numerous potential development sites with steep slopes; these sites present opportunities to bury structured parking in the hillside, increasing design efficiency and reducing the visual impact.

RESPONSE : To minimize curb cuts, the building will have one curb cut for vehicular access.

DC2 ARCHITECTURAL CONCEPT

Develop an architectural concept that will result in a unified and functional design that fits well on the site and within its surroundings.

1. SITE CHARACTERISTICS AND USES:
Arrange the mass of the building taking into consideration the characteristics of the site and the proposed uses of the building and its open space. In addition, special situations such as very large sites, unusually shaped sites, or sites with varied topography may require particular attention to where and how building massing is arranged as they can accentuate mass and height.

2. REDUCING PERCEIVED MASS:
Use secondary architectural elements to reduce the perceived mass of larger projects. Consider creating recesses or indentations in the building envelope; adding balconies, bay windows, porches, canopies or other elements; and/or highlighting building entries.

1.FAÇADE COMPOSITION:
Design all building facades—including alleys and visible roofs—considering the composition and architectural expression of the building as a whole. Ensure that all facades are attractive and well proportioned through the placement and detailing of all elements.

2. BLANK WALLS:
Avoid large blank walls along visible façades wherever possible. Where expanses of blank walls, retaining walls, or garage facades are unavoidable, include uses or design treatments at the street level that have human scale and are designed for pedestrians..

MOUNT. BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

I. MASSING

Highly articulated building forms at all levels are desirable for a vibrant urban realm.
i. Use massing to differentiate between portions of a building with different functions.

RESPONSE: Building will be articulated to differentiate between the different uses of the building as well as the principal entries. Primary and secondary modulation will reduce the mass of the buildings and provide depth to the facade.

DC3 OPEN SPACE CONCEPT

Integrate open space design with the design of the building so that each complements the other

B. OPEN SPACE USES AND ACTIVITIES

Multifamily Open Space: Design common and private open spaces in multifamily projects for use by all residents to encourage physical activity and social interaction.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

B. BUILDING-OPEN SPACE RELATIONSHIP

Semi-private and private open spaces should provide building residents with more intimate places to socialize than public open spaces, access to sunlight and air, and foster community within and between buildings.

RESPONSE: The ground level open space will provide landscaping that encourages human interaction and connections. The second level residential courtyard orients to the north and south.

DC4 EXTERIOR ELEMENTS AND FINISHES

Use appropriate and high quality elements and finishes for the building and its open spaces.

A. EXTERIOR FINISH MATERIALS

1. Exterior Finish Materials: Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.

MOUNT BAKER TOWN CENTER SUPPLEMENTAL GUIDANCE

I. EXTERIOR FINISH MATERIALS

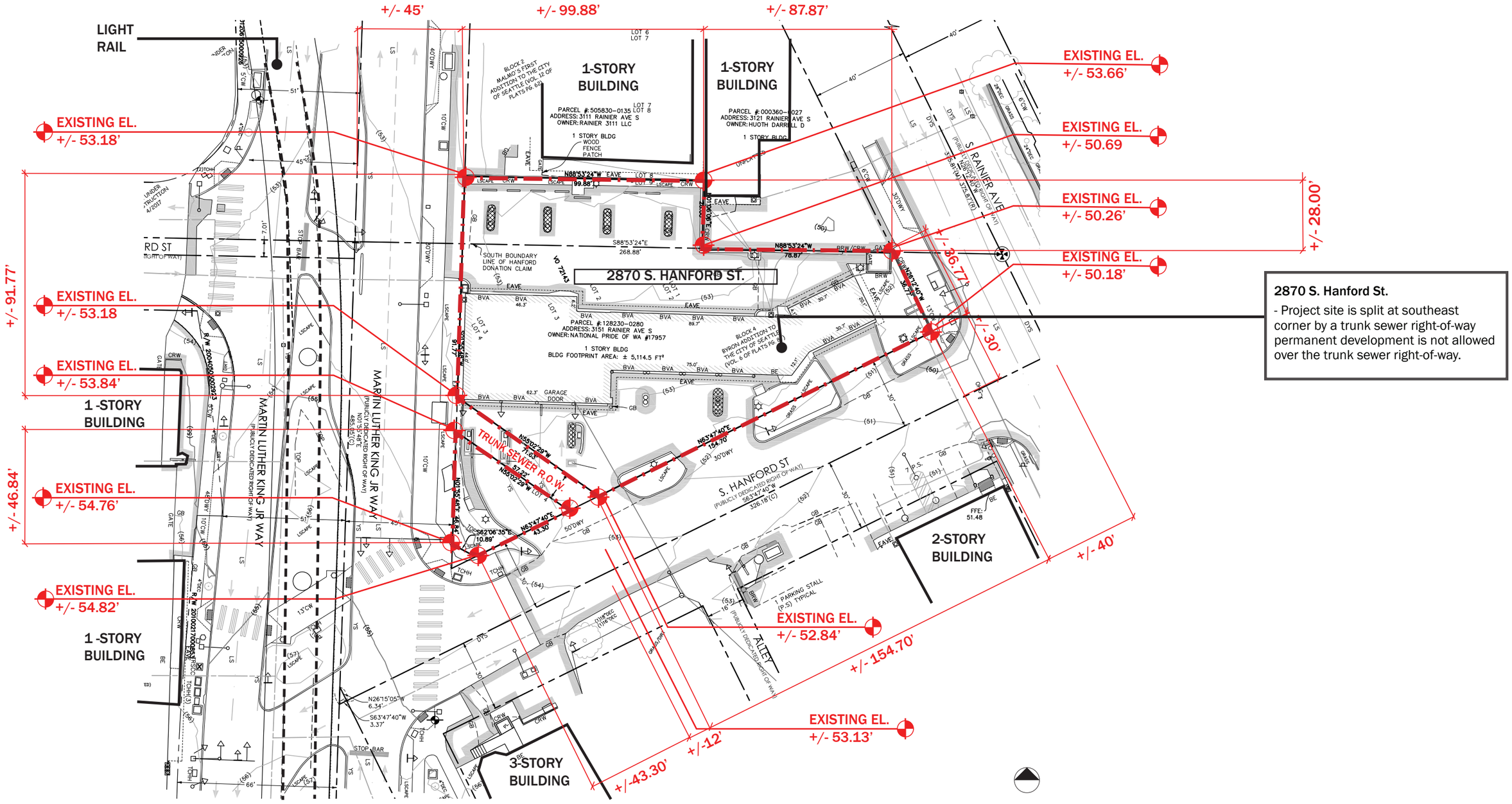
ii. High-quality windows in materials and colors that are compatible with the rest of the building facade are encouraged.

RESPONSE: The building materials will be durable and the project will strategically use texture and color to convey the architectural concept.

Information Sources: City of Seattle and Mt. Baker Town Center Neighborhood Design Guidelines

EXISTING SITE CONDITIONS | STREET CHARACTERISTICS

EXISTING SITE CONDITIONS | SURVEY



2870 S. Hanford St.

- Project site is split at southeast corner by a trunk sewer right-of-way permanent development is not allowed over the trunk sewer right-of-way.

COMMUNITY OUTREACH

Since announcing the project, the development team has met with numerous Mt Baker residents, organizations, and stakeholders.

- Mt. Baker Housing Association, DESC, HomeSight, SEED, ACRS, REWA, Mt Baker Community Club, HUB, Beacon Development Group, Stazione, Rainer Chamber of Commerce, MLK Business Association, Rainier Valley Community Development Fund, Seattle Public School District, Work Source, College Access Now, International Living Futures Institute, YWCA, numerous Mt Baker businesses, and others.
- City of Seattle: Department of Neighborhoods, Office of Economic Development, Planning and Community Development, Housing, Mayor's office, Construction and Inspections.

Mercy Othello Open House - July 24, 2017
Held community-wide open house to share information on Mercy Housing Northwest, Mt Baker Family Housing project concept, and gather community input on Mt Baker design guidelines and received the following feedback:

- CS3 – Incorporate human scale.
- PL1 - Incorporate culture beyond art.
- Highlight the distinctive circulation patterns by creating open space at all scales.
- Incorporate effective bike storage.
- Safety concerns at the intersection cross walk of MLK Jr. Way S. and Rainier Ave S.

Monthy HUB Meeting - July 27, 2017
The development team presented to HUB board at their monthly meeting.

Mount Baker Family Housing Design Concept Open House - August 28, 2017
The development team invited the community to a Mount Baker Family Housing Concept Open House. The design team presented preliminary design massing concepts. discuss their approach to design a high-quality building that will have an attractive and positive impact to the community and recieved the the following feedback.

Pedestrian Experience & Street Level Design

- Consider character of Rainier Ave. versus MLK Jr. Way.
- Consider cues to help guide pedestrians to make safe choices on Rainier Ave. & MLK Jr. Way.
- Consider activating open space
- Consider how to get building residents to take ownership of the plaza.

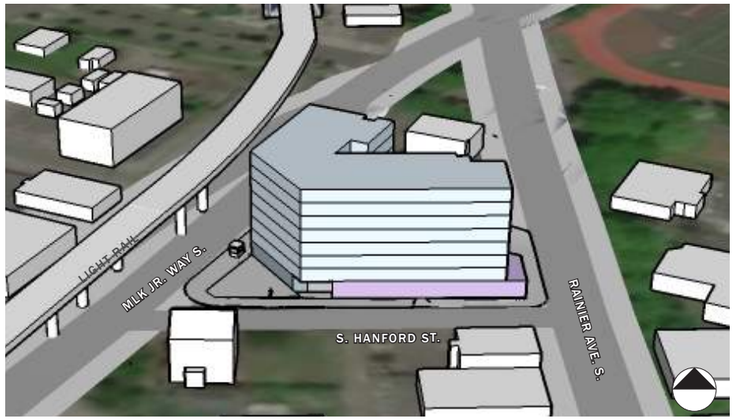
Building Massing & Design

- Consider how sustainability features serve and benefit the occupants.
- Consider ways to design the building to accommodate families with young children.

Mercy Othello Open House - July 24, 2017

Mercy Othello Open House - August 28, 2017

OPTION A



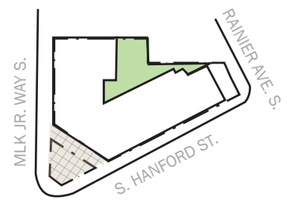
FAR: TOTAL: RES: 5.96; NON-RES: .47
MAX: RES: 6.00; NON-RES: 6

PROPOSED TOTAL GSF: ± 108,439 SF

TOTAL RESIDENTIAL UNITS: ± 95

TOTAL FAMILY RESOURCE AND EDUCATION CENTER SF: ± 6,259 SF

TOTAL PARKING STALLS: ± 5



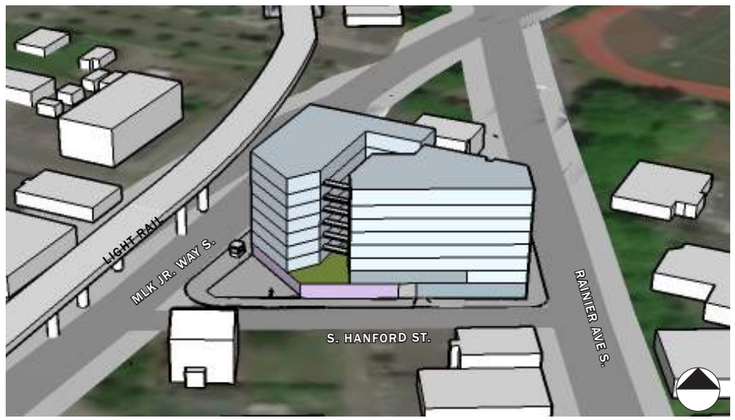
PROS:

- CODE-COMPLIANT
- LOBBY LOCATED ADJACENT TO GROUND LEVEL OPEN SPACE
- UPPER LEVEL SETBACK ON RAINIER AVE S.

CONS:

- RESIDENTIAL STAIRS ARE NOT LOCATED IN LOBBY TO ENCOURAGE USE OF STAIRS BY RESIDENTS
- FACADE ALONG MLK IS UNACTIVATED (PRIMARILY CORRIDOR & BACK OF HOUSE USES)
- SIZE OF FAMILY CENTER DOES NOT MEET PROGRAM REQUIREMENT
- LARGE UNMODULATED BOX - CREATES A “WALL” ALONG S. HANFORD ST. AND MLK JR. WAY S.
- LEVEL 2 COURTYARD SOLAR EXPOSURE NOT OPTIMAL
- CREATES A BLANK WALL ON NORTH FACADE WHICH IS VISIBLE FROM THE LIGHT RAIL STATION

OPTION B



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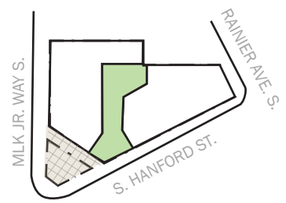

PROS:

- FAMILY CENTER OPENS UP TO GROUND LEVEL OPEN SPACE, PROVIDING OPPORTUNITY FOR ACTIVATION & SYNERGY BETWEEN USES
- UNITS AND L2 COURTYARD HAVE GOOD SUN EXPOSURE
- RESIDENTIAL STAIR LOCATED IN LOBBY TO ENCOURAGE USES OF STAIRS

CONS:

- NO UPPER LEVEL SETBACK ON RAINIER AVE S. (REQUIRES DEPARTURE)
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OPTION C - PREFERRED

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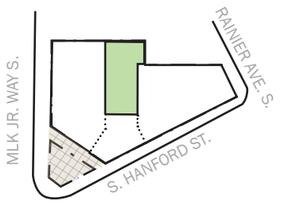

PROS:

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- UNITS AND COURTYARD HAVE GOOD SUN EXPOSURE.
- BREAKS DOWN THE MASSING ON NORTH FACADE WHICH IS VISIBLE FROM THE LIGHT RAIL STATION
- RESIDENTIAL STAIR LOCATED IN LOBBY TO ENCOURAGE USES OF STAIRS

CONS:

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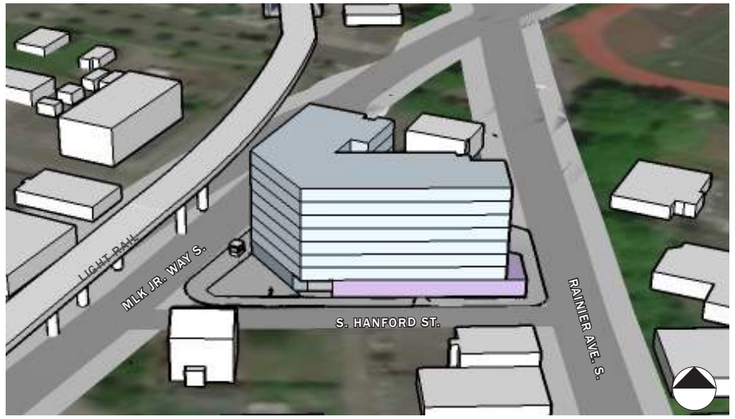
MASSING OPTIONS | OPTION A



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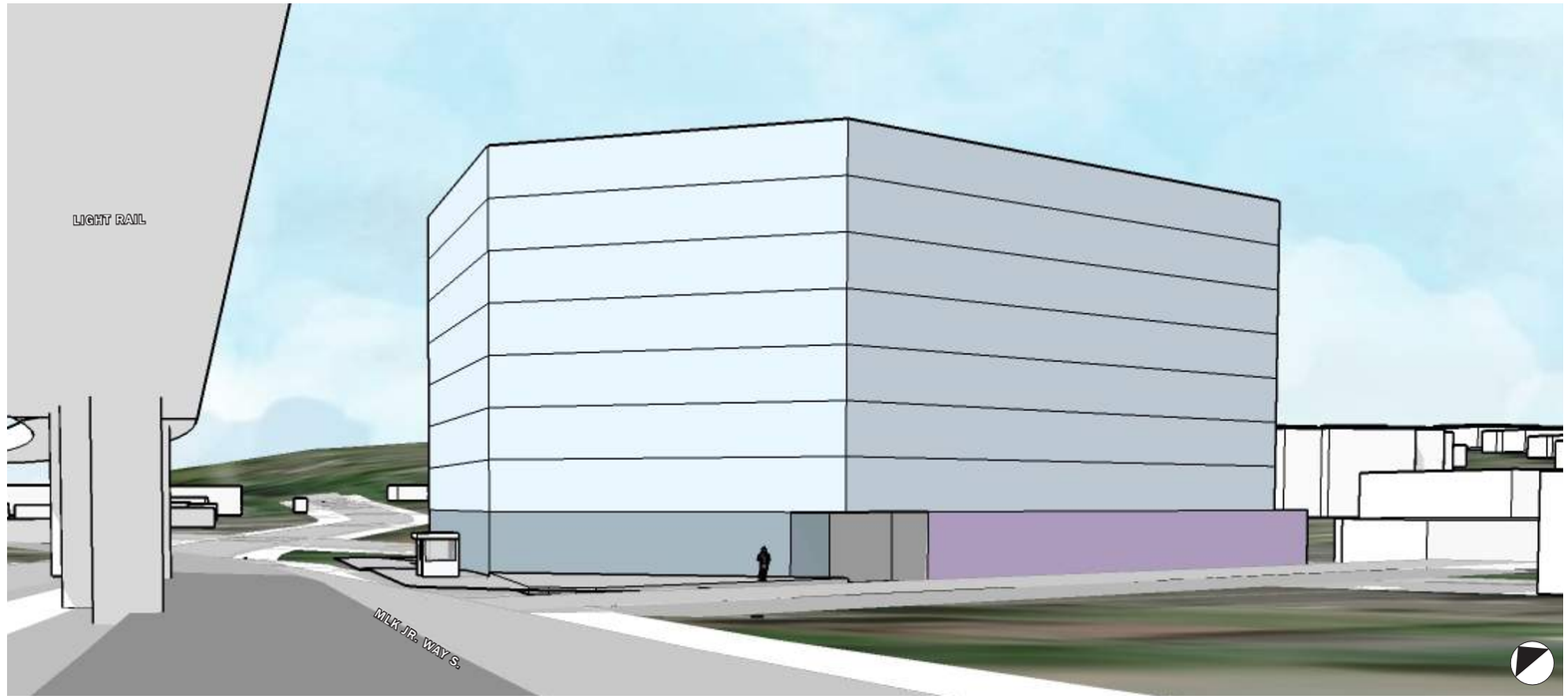
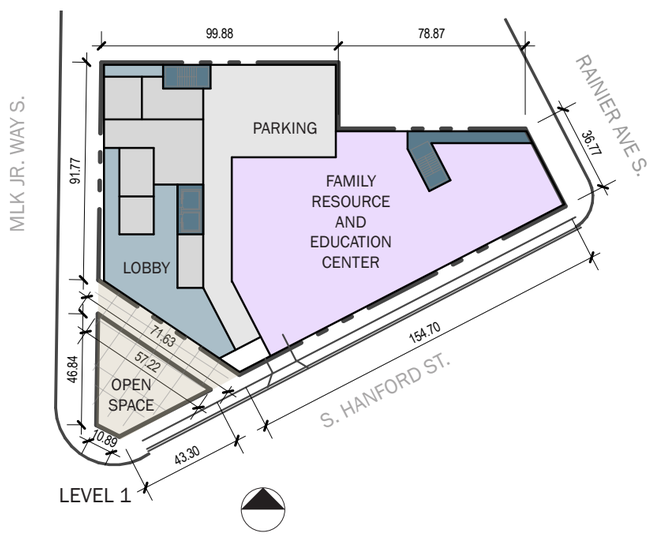


Aerial View: Looking Northeast

Aerial View: Looking Southeast

Aerial View: Looking Southwest



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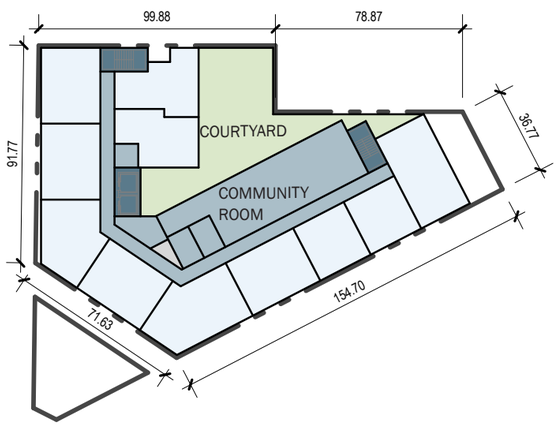

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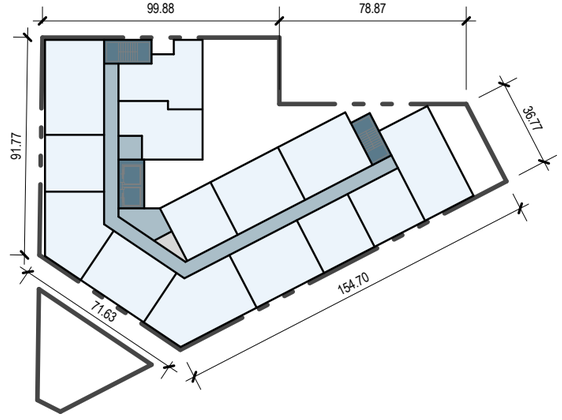

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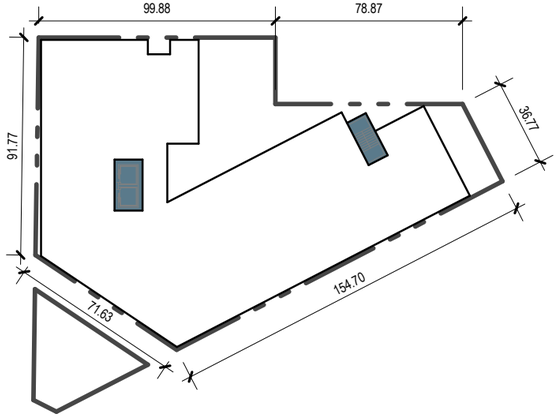
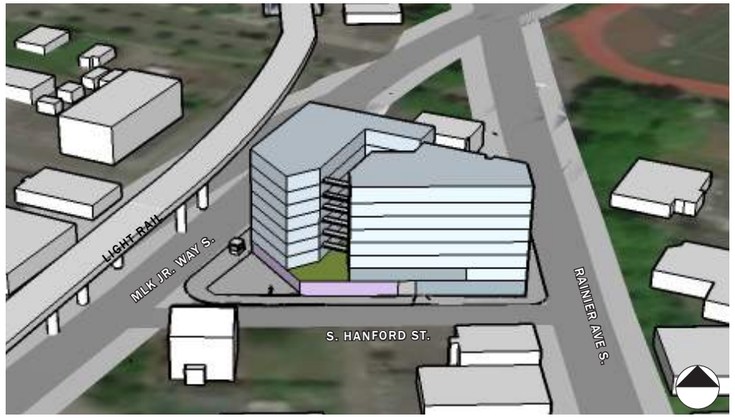


ROOF LEVEL

- FAMILY RESOURCE AND EDUCATION CENTER
- EXTERIOR AMENITY
- RESIDENTIAL
- AMENITY
- LOBBY/CIRCULATION
- STAIR
- MECH/PARKING

MASSING OPTIONS | OPTION B



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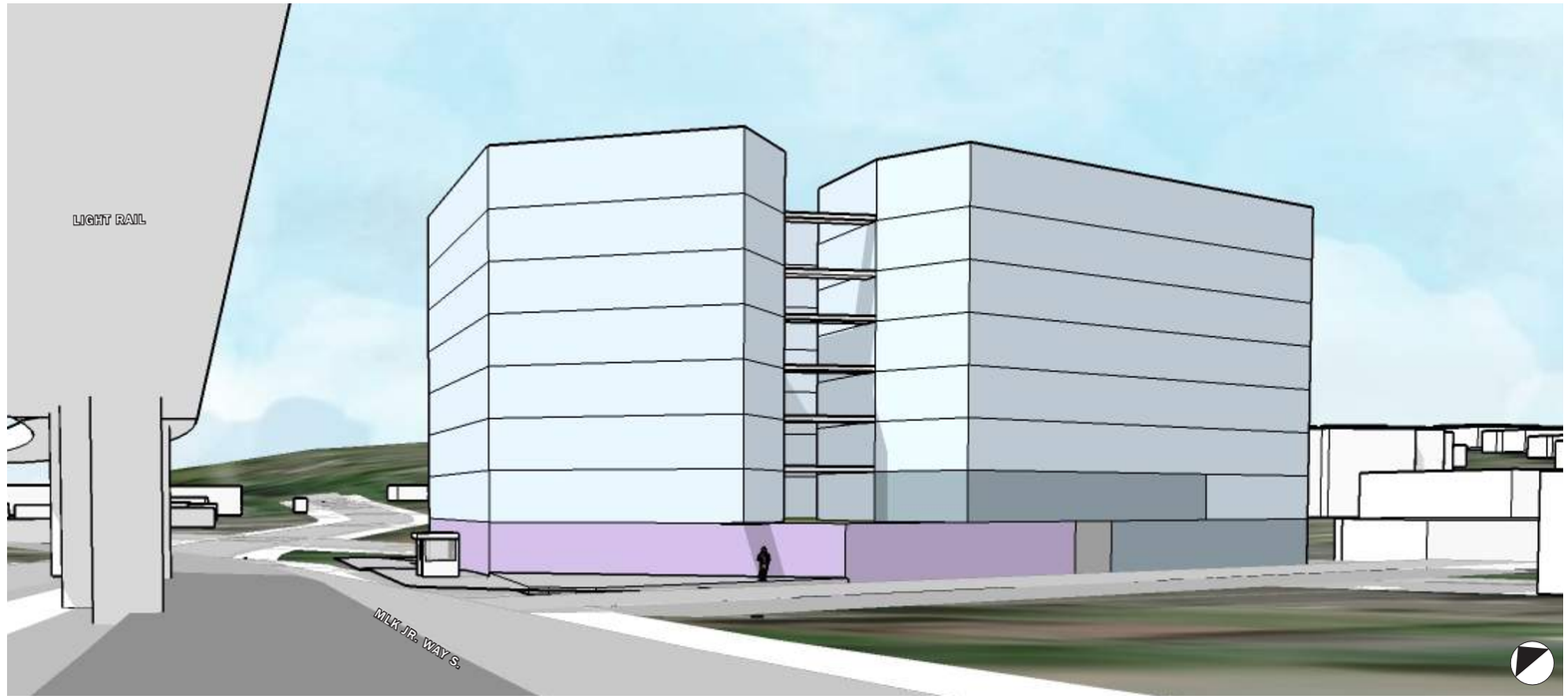

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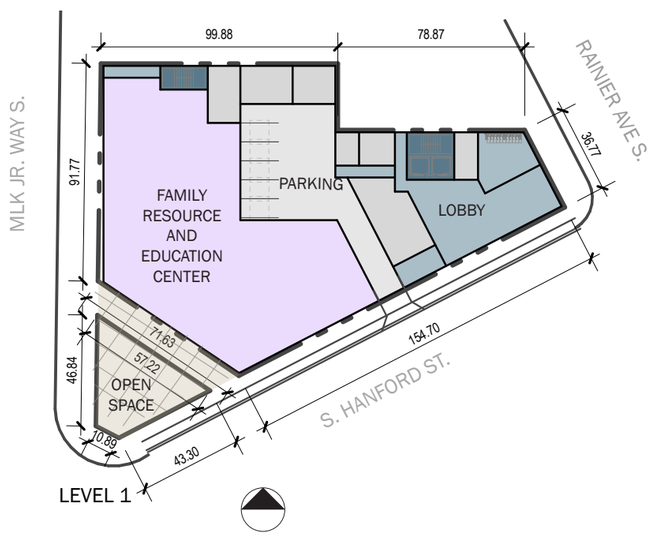

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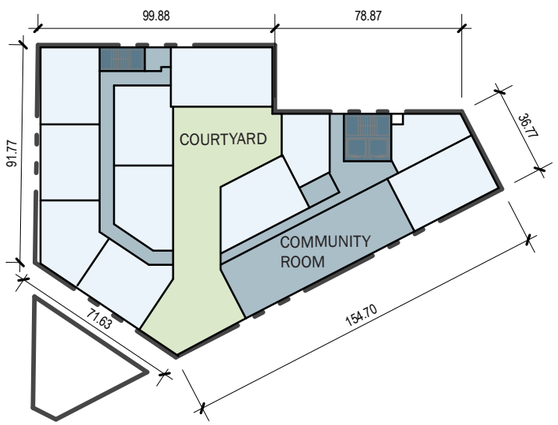

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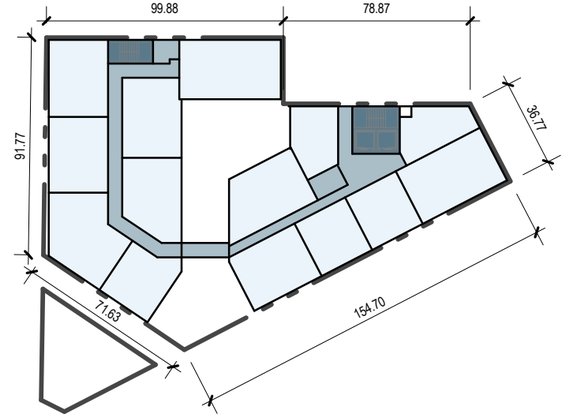

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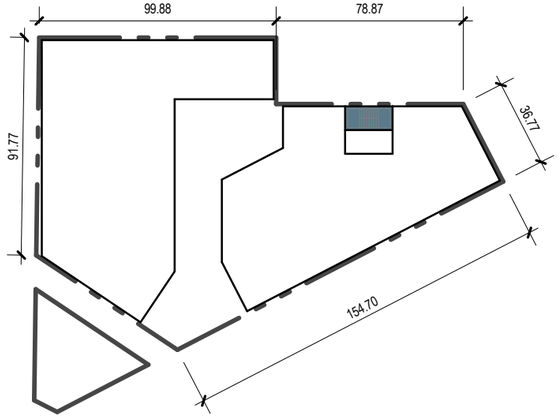

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- RESIDENTIAL
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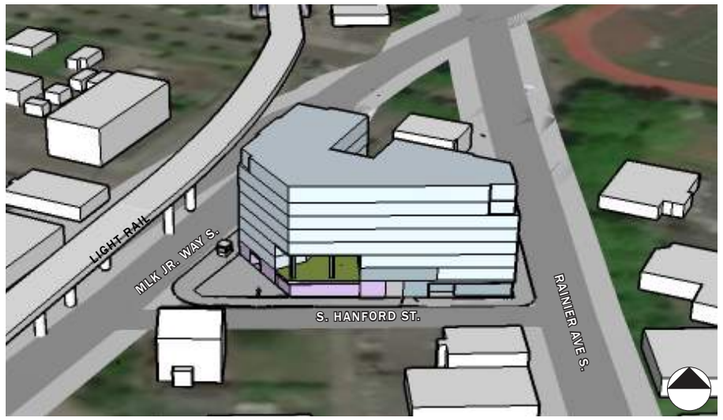
MASSING OPTIONS | OPTION C - PREFERRED



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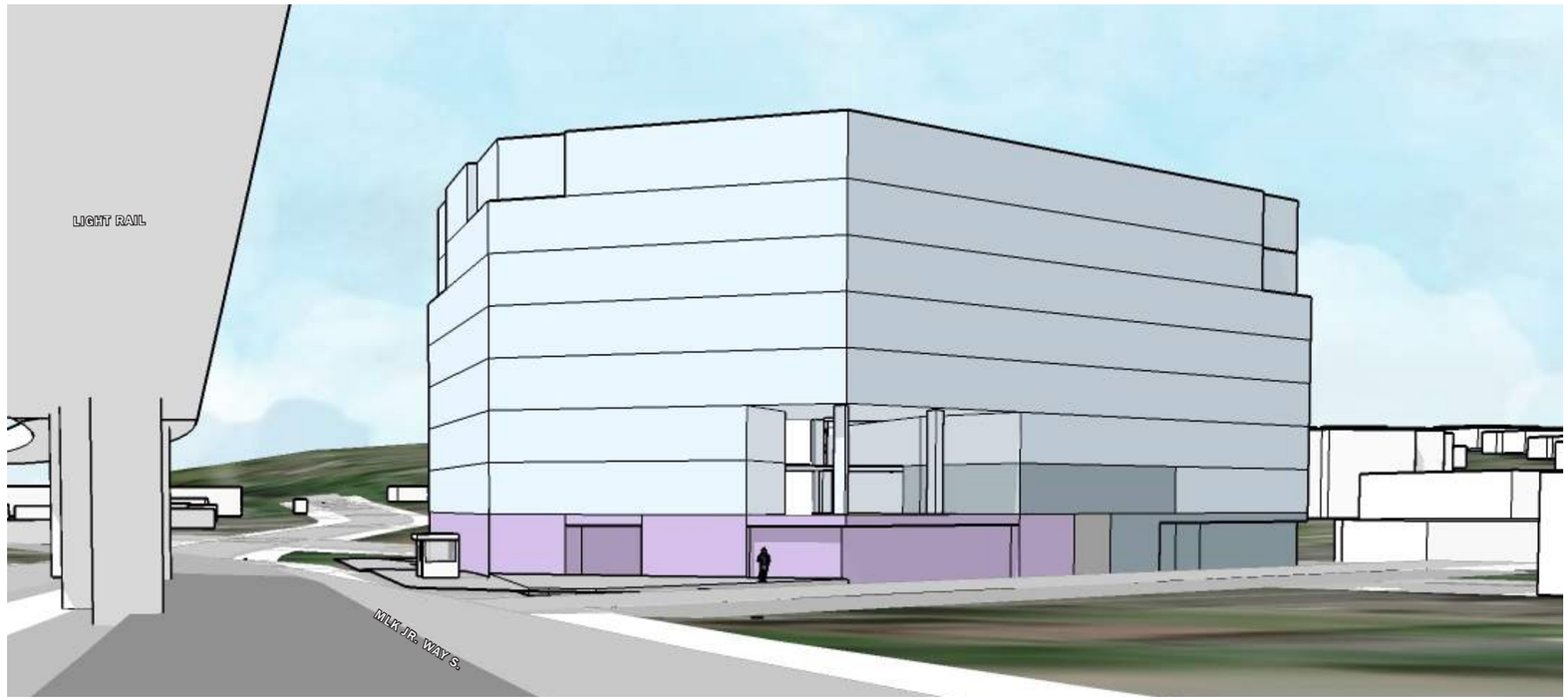

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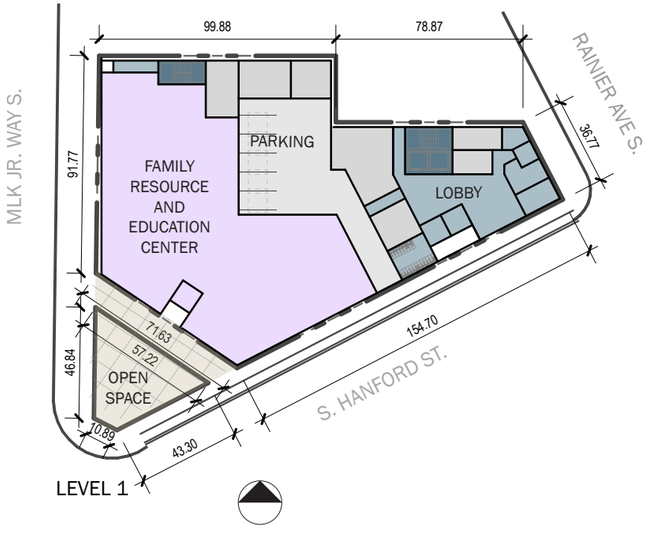
MASSING OPTIONS | OPTION C - PREFERRED



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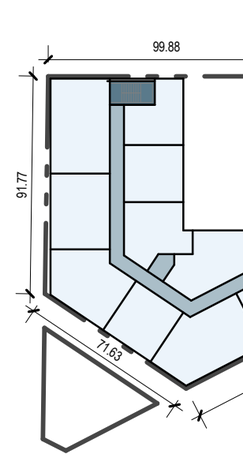

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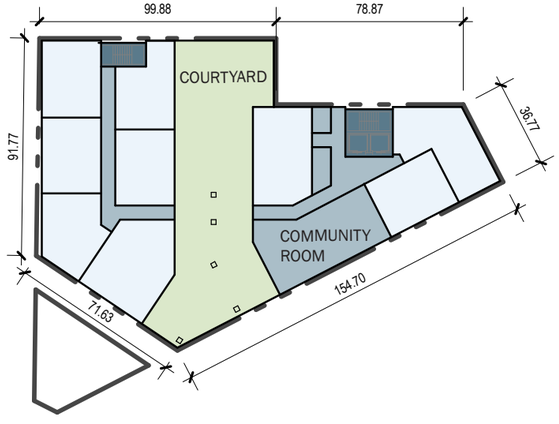

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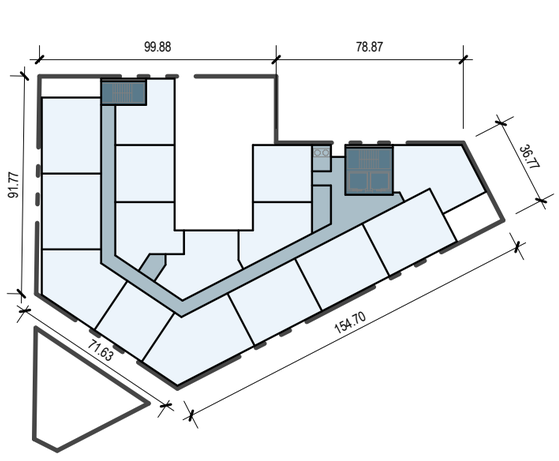

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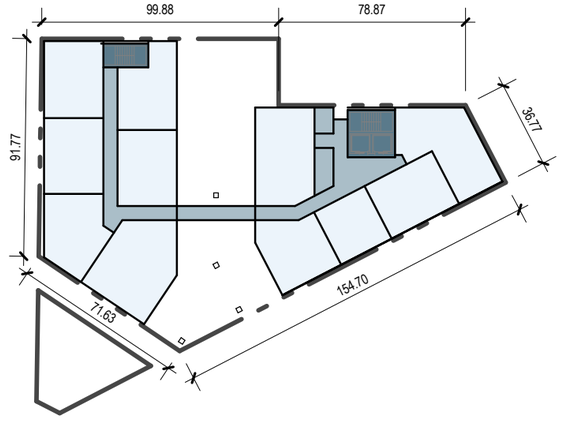

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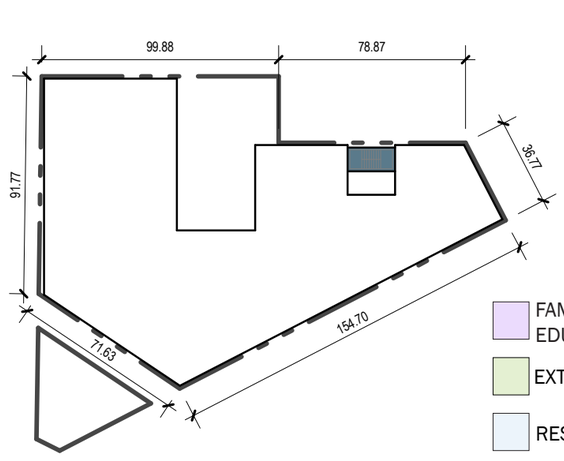

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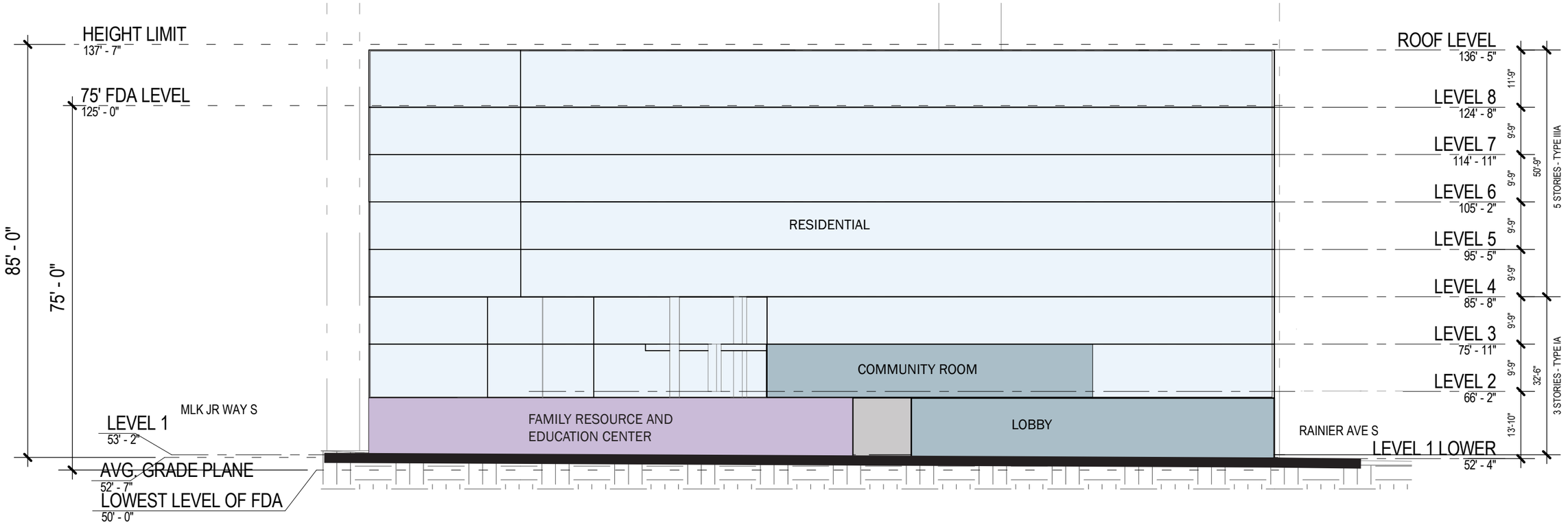
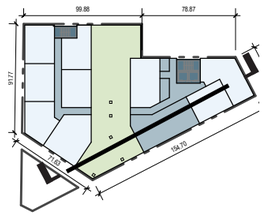
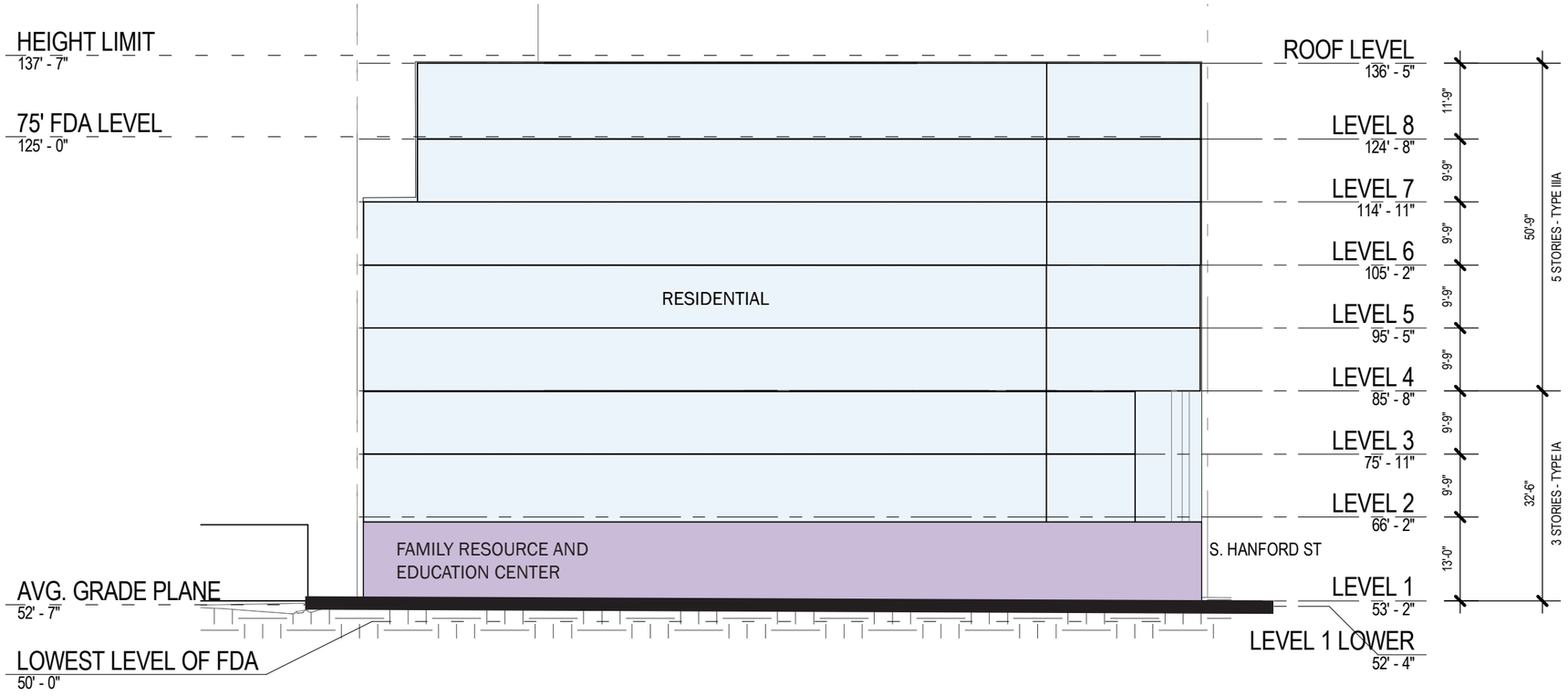
BUILDING SECTION | OPTION C - PREFERRED

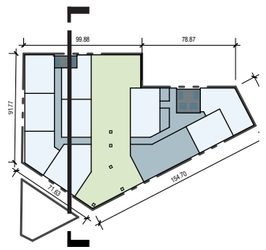




- FAMILY RESOURCE AND EDUCATION CENTER
- EXTERIOR AMENITY
- RESIDENTIAL
- AMENITY
- LOBBY/CIRCULATION
- STAIR
- MECH/PARKING

BUILDING SECTION | OPTION C - PREFERRED





- FAMILY RESOURCE AND EDUCATION CENTER
- EXTERIOR AMENITY
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- STAIR
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DEVELOPMENT OF MOUNT BAKER NEIGHBORHOOD

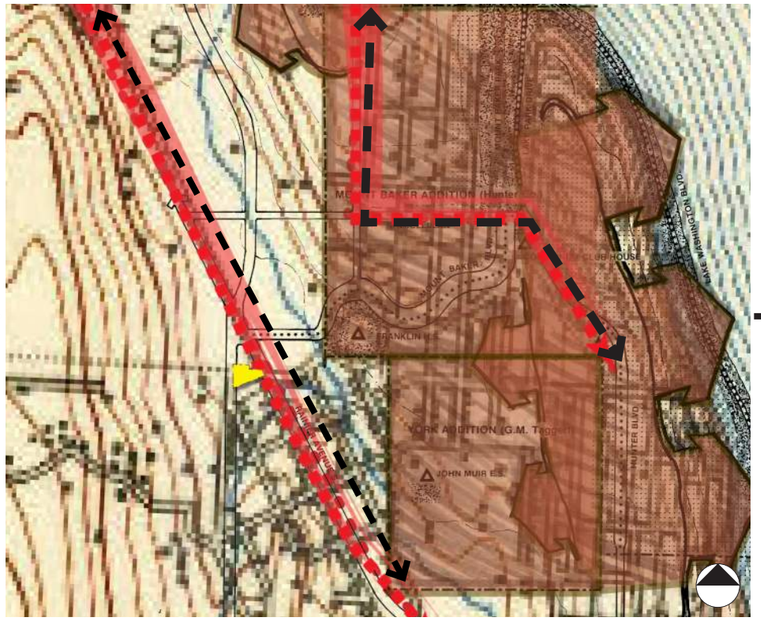
Over the year, the Mount Baker neighborhood area was formed and influenced by glacier action and the rise of the trolley and automobiles.

14,000 YEARS AGO | GLACIER

The valley area was carved by the Vashon Glacier around 14,000 years ago.

GLACIER MOVEMENT

1900-1910 | TROLLEY DEVELOPMENT



Over the years, the Mount Baker Neighborhood as well as the rest of the Rainier Valley was shaped by the trolley that traveled from downtown to Beach Park until the 1940s. Transportation allowed Mount Baker to become Seattle's earliest planned residential communities.

PAST TROLLEY LINE

PLANNED RESIDENTIAL COMMUNITIES

1950S | RISE OF AUTOMOBILES

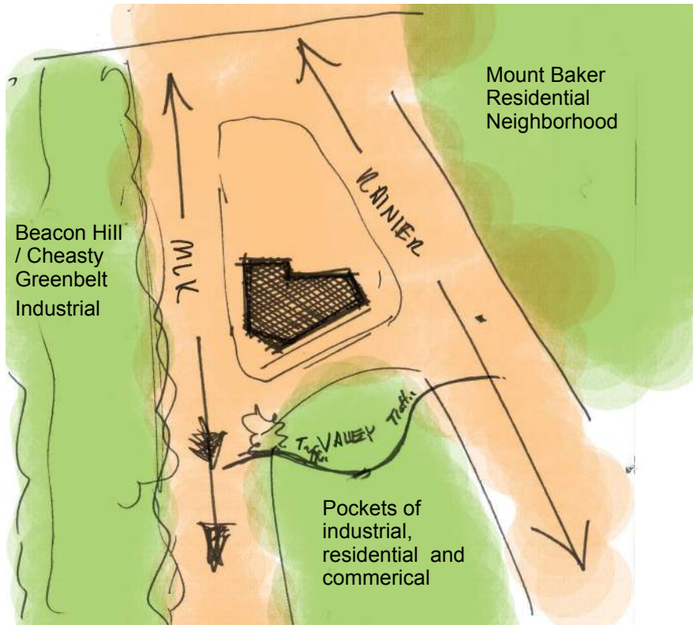
After the trolley was disconnected in the 1940s, Rainier Avenue and Martin Luther King Way road area became more auto-centric.

MAIN VEHICULAR ROUTE

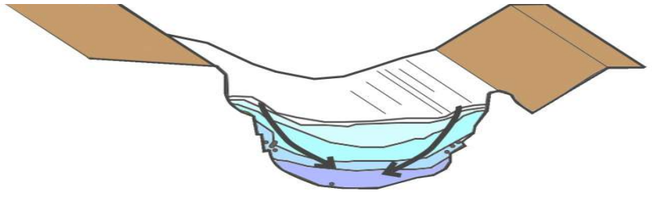
The existing topography and context inform the concept development. Glaciers sculpted the valley and defined the site's overall landscape and streetscape. The land areas formed by the glacier inspires the concept of carving an open space in the building to provide relief from the traffic noise and take advantage of the southern exposures.

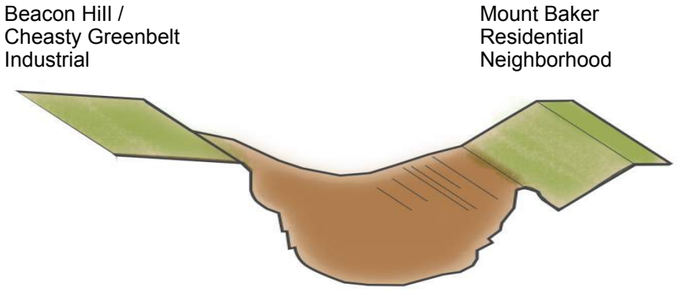
GLACIER

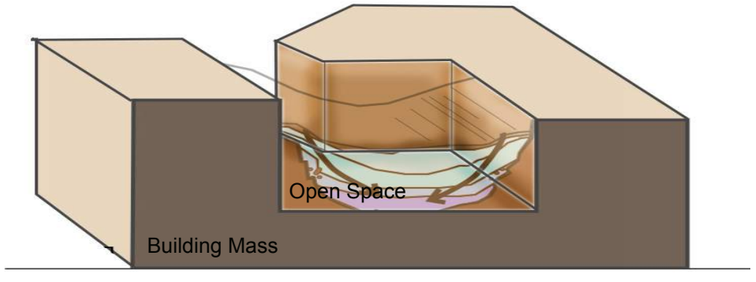
SITE CONDITIONS



BUILDING CONCEPT: CARVING







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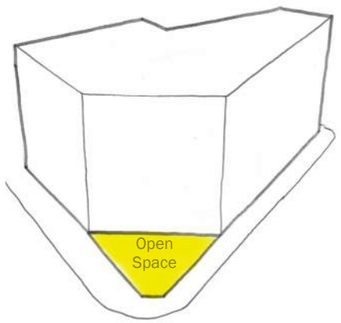
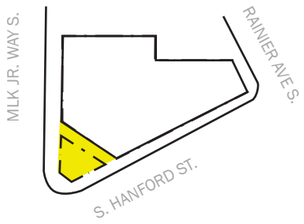
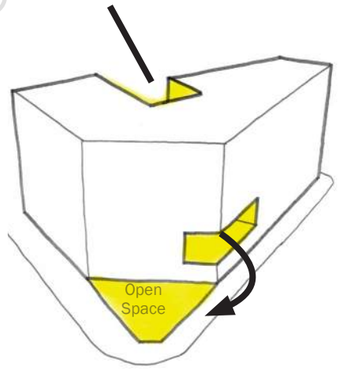


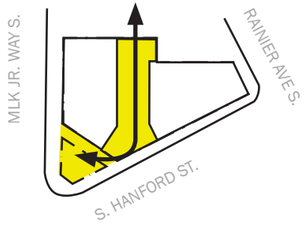


Open Space

- Creates a pedestrian entry to the Family Resource and Education Center

2

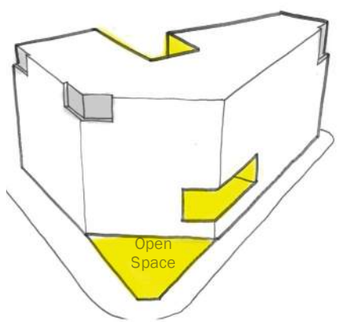


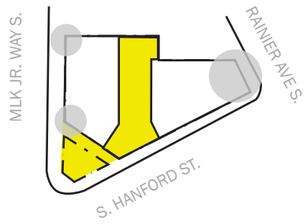


Primary Element (Carve\Subtraction):

- Creates a residential courtyard that cuts through the building north – south and provides relief from nearby traffic noise.
- Visually connects to the ground level open space.
- Allows light and air into the building.

3

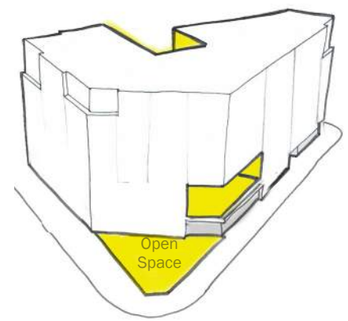


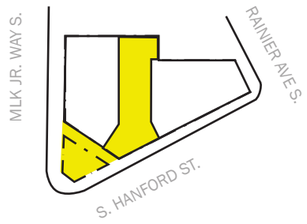


Secondary Element (Erode Corners):

- Carves out the corners to serve as different focal points

4

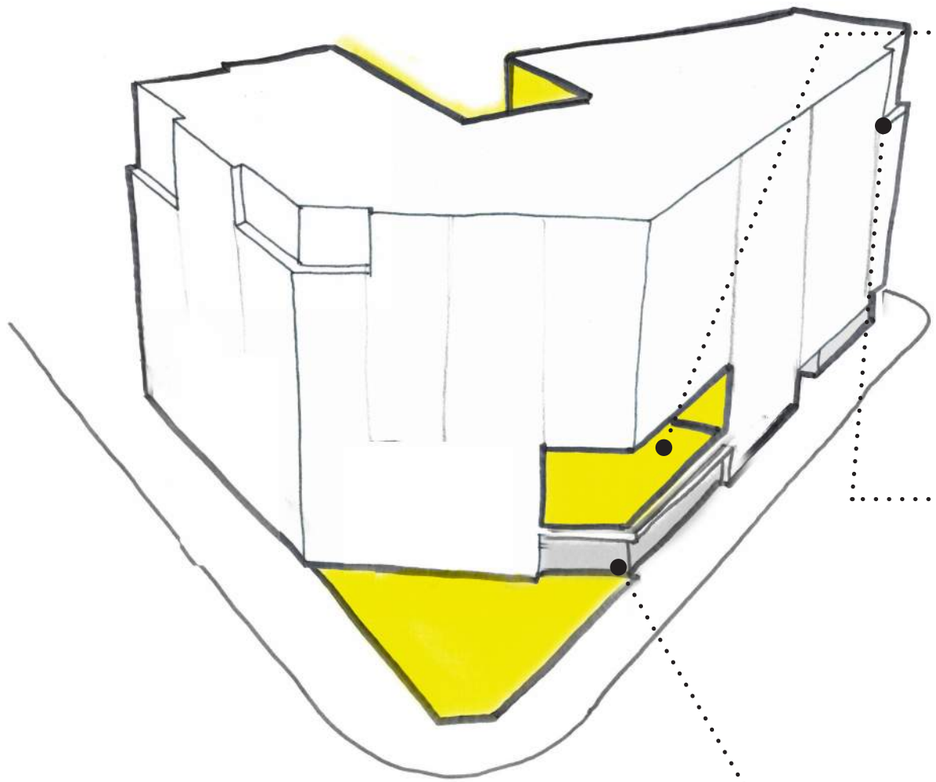




Secondary Element (Ground Level):

- Carves out entries and anchored the building to ground with vertical elements.

CONCEPT DEVELOPMENT | BUILDING PRECEDENTS



2

Primary Element (Carve\Subtraction):

Building examples that express the open space from the facade.

3

Secondary Element (Erode Corners):

Building examples that have corners that serve as different focal points.

4

Secondary Element (Ground Level):

Building examples that anchor the building to ground and carve out entries.

CONCEPTUAL OVERALL LANDSCAPE PLAN

FAZIO ASSOCIATES INC
LANDSCAPE ARCHITECTS

CONCEPTUAL LANDSCAPE IMAGERY

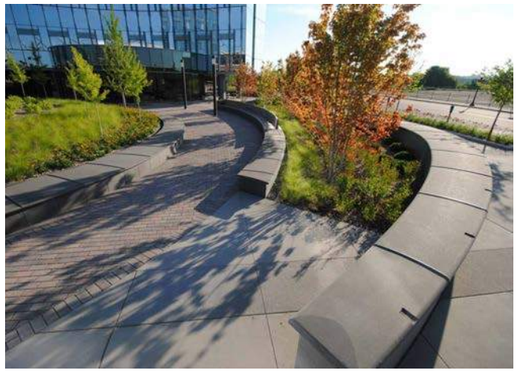














FAZIO ASSOCIATES INC LANDSCAPE ARCHITECTS

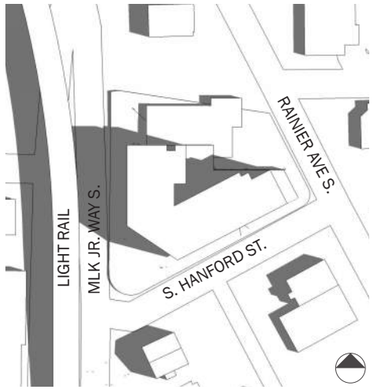
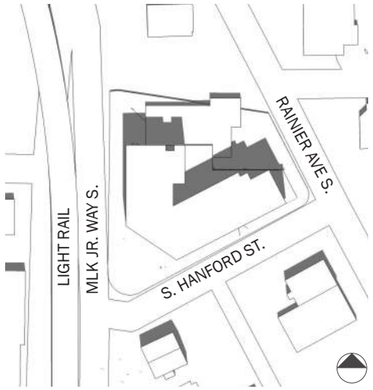
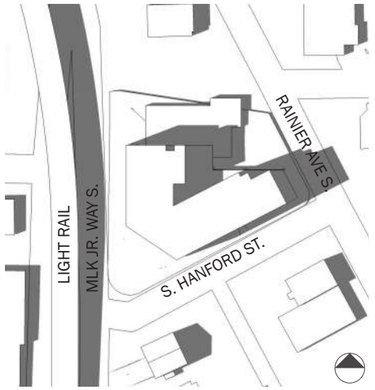
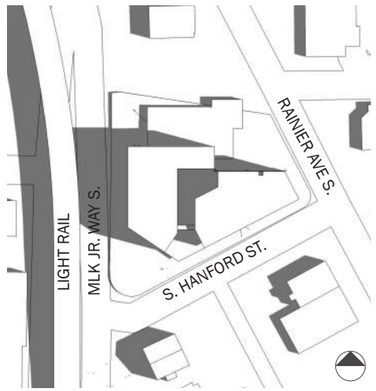
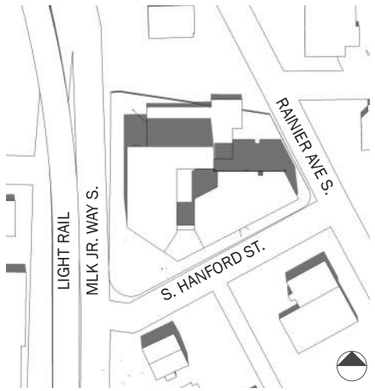
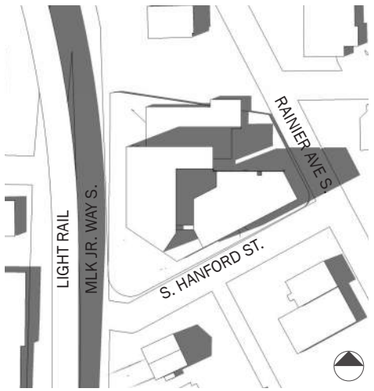
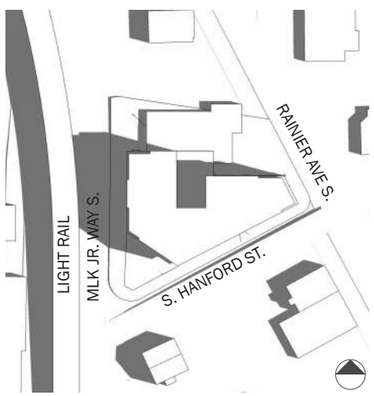
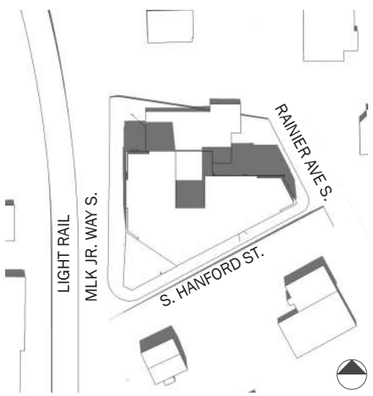
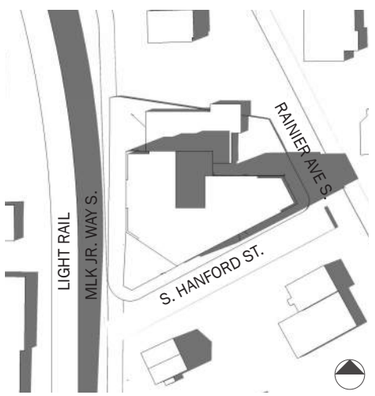
mercy HOUSING

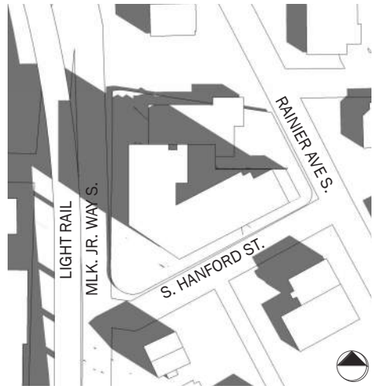
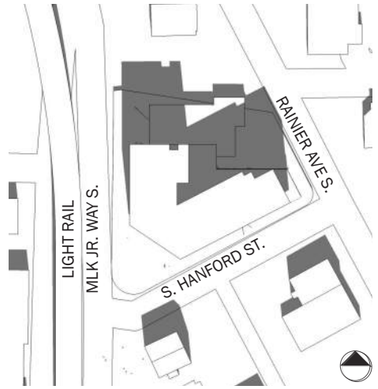
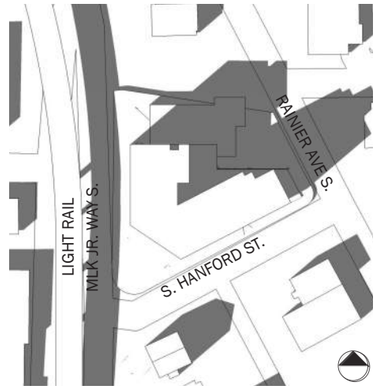
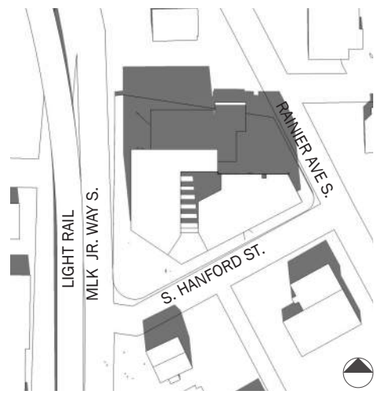
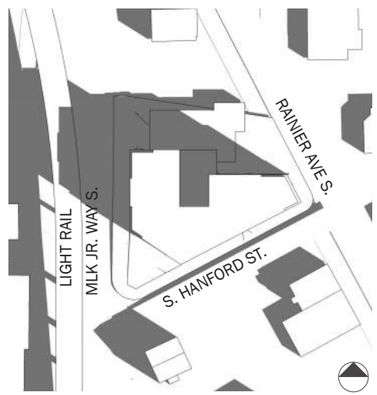
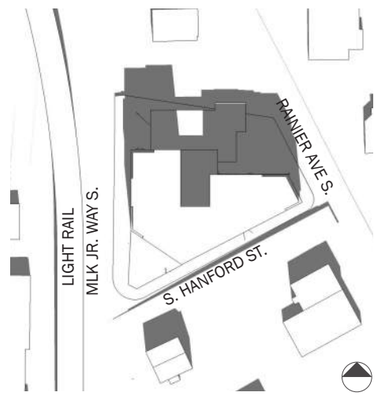
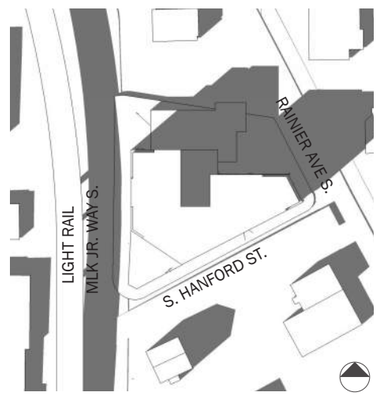
RUNBERG ARCHITECTURE GROUP


322
BUSINESSES
522
BITE-NITE


ERNESTINE ANDERSON PLACE
2010

SHADOW STUDIES | SUMMER SOLSTICE

	9 AM	12 PM	3 PM
MASSING OPTION “A”			
MASSING OPTION “B”			
MASSING OPTION “C”			

	9 AM	12 PM	3 PM
MASSING OPTION “A”			
MASSING OPTION “B”			
MASSING OPTION “C”			

SHADOW STUDIES | WINTER SOLSTICE

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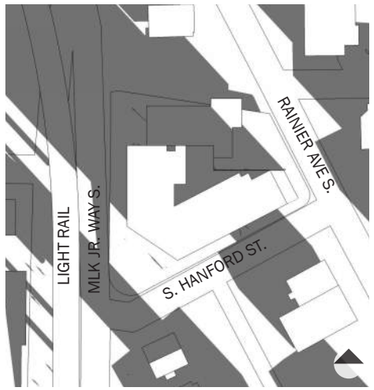
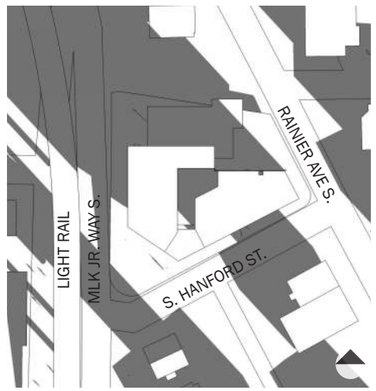
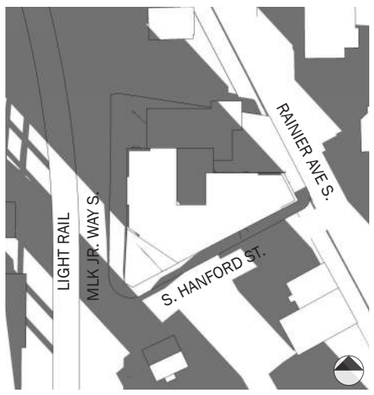
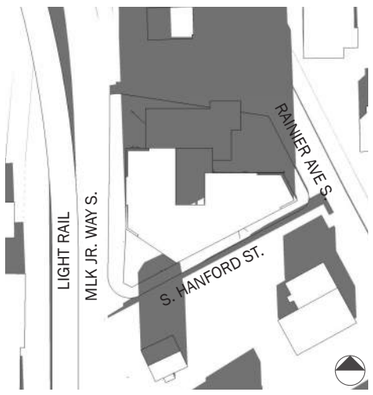
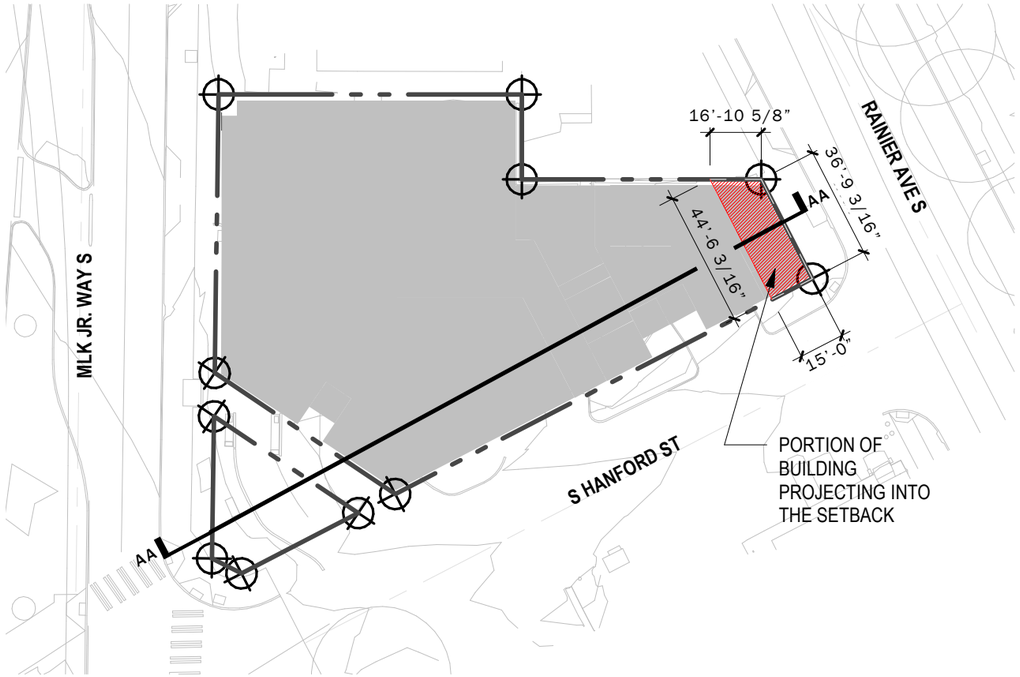
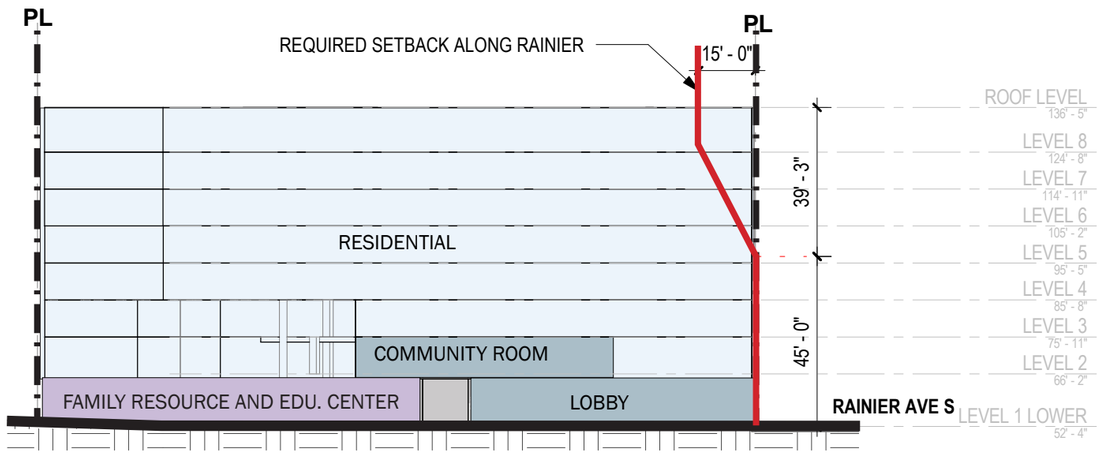
MASSING OPTION “A”			
MASSING OPTION “B”			
MASSING OPTION “C”			

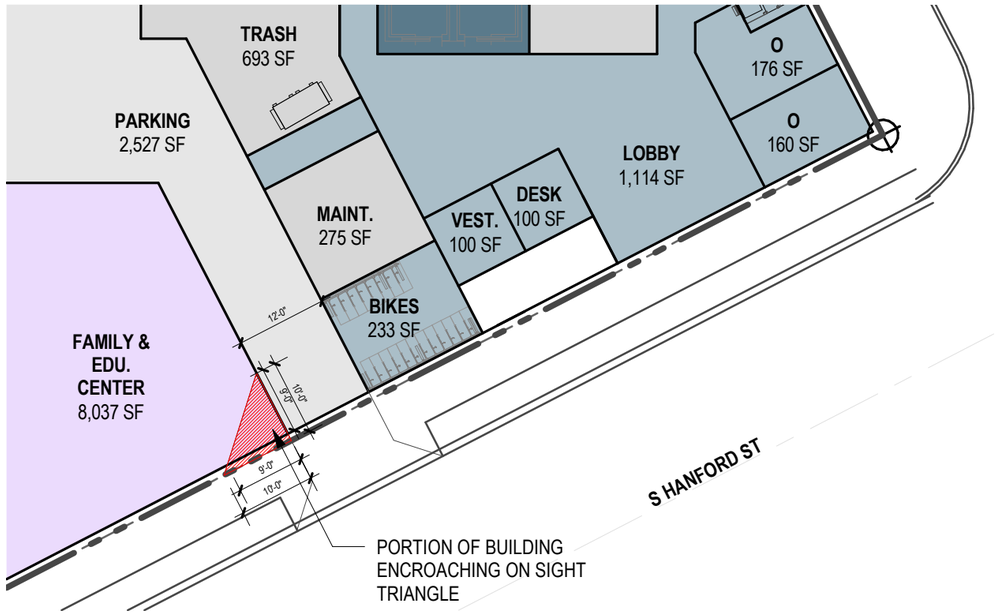
DEPARTURE REQUEST #1





SECTION A-A

DEPARTURE REQUEST 1			
REQUIREMENT:	**REQUEST / PROPOSAL:**	**JUSTIFICATION**:	**DRB COMMENTS**:
SMC 23.48.435 A &. B. Per Map A for 23.48.435, any portion of the structure greater than 45' is required to setback along Rainier Ave 1' per 2' of height up to a maximum setback of 15' measured from the street lot line.	The applicant is requesting to encroach into the required setback for Levels 5-8.	The project site is irregularly-shaped and only fronts Rainier Ave for approximately 36'. Allowing the building to project into the setback allows the building mass to open up at the southwest corner, a better orientation for the residential courtyard. Building out to the corner will provide a strong urban edge to the block presented at Rainier Ave. S. (CS2.C.1 Corner Sites).	



DEPARTURE REQUEST 2

REQUIREMENT:	**REQUEST / PROPOSAL:**	**JUSTIFICATION**:	**DRB COMMENTS**:
23.54.030.G 2. For two way driveways or easements 22 feet wide or more, a sight triangle on the side of the driveway used as an exit shall be provided, and shall be kept clear of any obstruction for a distance of 10 feet from the intersection of the driveway or easement with a driveway, easement, sidewalk, or curb intersection if there is no sidewalk.	The applicant is requesting to encroach into the required setback for for 9'.	The proposed parking garage has 5 parking stalls for residential staff members. The limited traffic entering and leaving the building will be minimal. Providing an angle adjacent to the garage door will create a dead area. Eliminating this dead space will better meet Mt Baker Supplemental Design Guideline PL2 to design the ground level with CPTED principles.Glazed corners or mirrors will be added near the curb cut to mitigate the impact of reduced visibility.	